

# Hongkong Daily Press

ESTABLISHED 1857

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IF THE EYES  
ARE THE WINDOWS  
OF THE SOUL  
YOUR GLASSES  
ARE THE WINDOWS OF  
YOUR PERSONAL  
APPEARANCE.  
N. LAZARUS  
OPHTHALMIC OPTICIAN,  
85, Queen's Road, C. HONGKONG.

No. 19,313. 號三十百三千九萬一第 日六初月三年申庚 HONGKONG, SATURDAY, APRIL 21st, 1920. 陸拜禮 號四廿月四年九國民華中 PRICE, \$3 PER MONTH.

**GREEN ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**  
In Casks 375 lbs net.  
In Bags 500 lbs net.  
**SHEWAN TOMES & CO.,**  
General Managers.

**CONTREXEVILLE**  
A Natural Mineral Water  
Bottled at the "Pavillon" Spring  
Contrexeville (Vosges).

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**MACGREGOR & CO.**  
18, QUEEN'S ROAD CENTRAL.  
Telephone No. 75.

**CARTRIDGES! CARTRIDGES!**  
**NEWLY ARRIVED.**  
**SPORTING CARTRIDGES,**  
12, 10 and 20 bore. Loaded  
with E. C. Powder, a powder  
which gives universal satisfaction.  
THE HONGKONG SPORTING ARMS  
AND AMMUNITION STORE,  
Nos. 5-6, Beauséjour Arcade.

**A LING & CO.**  
18, QUEEN'S ROAD CENTRAL,  
Hongkong.  
**FURNITURE AND PHOTO GOODS**  
GLASS ETCHING, SIGN-BOARD AND  
MIRROR MAKING.  
CANTON MARBLE IN VARIOUS SHAPES.  
Photographic Goods of Every Description  
in Stock.  
DEVELOPING PRINTING AND ENLARGING  
UNDER TAKEN.  
TELEPHONE 1219.

**PEAK TRAMWAY COMPANY,**  
**LIMITED.**  
**TIME TABLE**  
WEEK DAYS  
7.00 a.m. to 8.00 a.m. Every 15 minutes  
8.00 " " 8.30 " " 10 " "  
8.30 " " 9.00 " " 15 " "  
9.00 " " 9.30 " " 15 " "  
9.30 " " 10.00 " " 15 " "  
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6.00 " " 6.30 " " 15 " "  
6.30 " " 7.00 " " 15 " "  
NIGHT CARS  
8.50 p.m. to 9.00 p.m. 9.20 p.m.  
9.30 p.m. to 11.30 p.m. Every 30 minutes  
11.45 p.m.  
SATURDAYS  
Extra Car—12.00 Midnight.  
SUNDAYS  
7.30 a.m. to 10.30 a.m. Every 15 minutes  
10.30 " " 11.00 a.m. " 10 " "  
11.00 " " 12.00 noon " 15 " "  
12.00 noon to 1.00 p.m. " 10 " "  
1.00 p.m. to 5.30 " " 15 " "  
5.30 " " 6.00 " " 10 " "  
6.00 " " 6.30 " " 15 " "  
6.30 " " 7.00 " " 10 " "  
NIGHT CARS  
As on Week Days.  
SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings,  
Des Voeux Road.

Season and punch tickets available for  
all cars, not already full, issuing at the  
time stated in the Company's time-tables,  
but not for special cars can be obtained on  
application at the Company's Office. No  
Season ticket will be issued until payment  
thereof has been made in Bank Notes or  
by Cheque or Compro Order representing  
Bank Notes.

## KOWLOON-CANTON RAILWAY

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.  
(All previous Time Tables cancelled.)

DOWN TRAINS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
Stations	No. 1 Local	No. 2 Through	No. 3 Express	No. 4 Local	No. 5 Through	No. 6 Express	No. 7 Local	No. 8 Through	No. 9 Express	No. 10 Local	No. 11 Through	No. 12 Express	No. 13 Local	No. 14 Through	No. 15 Express	No. 16 Local	No. 17 Through	No. 18 Express	No. 19 Local	No. 20 Through	No. 21 Express	No. 22 Local	No. 23 Through	No. 24 Express	No. 25 Local	No. 26 Through	No. 27 Express	No. 28 Local	No. 29 Through	No. 30 Express	No. 31 Local	No. 32 Through	No. 33 Express	No. 34 Local	No. 35 Through	No. 36 Express	No. 37 Local	No. 38 Through	No. 39 Express	No. 40 Local	No. 41 Through	No. 42 Express	No. 43 Local	No. 44 Through	No. 45 Express	No. 46 Local	No. 47 Through	No. 48 Express	No. 49 Local	No. 50 Through	No. 51 Express	No. 52 Local	No. 53 Through	No. 54 Express	No. 55 Local	No. 56 Through	No. 57 Express	No. 58 Local	No. 59 Through	No. 60 Express	No. 61 Local	No. 62 Through	No. 63 Express	No. 64 Local	No. 65 Through	No. 66 Express	No. 67 Local	No. 68 Through	No. 69 Express	No. 70 Local	No. 71 Through	No. 72 Express	No. 73 Local	No. 74 Through	No. 75 Express	No. 76 Local	No. 77 Through	No. 78 Express	No. 79 Local	No. 80 Through	No. 81 Express	No. 82 Local	No. 83 Through	No. 84 Express	No. 85 Local	No. 86 Through	No. 87 Express	No. 88 Local	No. 89 Through	No. 90 Express	No. 91 Local	No. 92 Through	No. 93 Express	No. 94 Local	No. 95 Through	No. 96 Express	No. 97 Local	No. 98 Through	No. 99 Express	No. 100 Local	No. 101 Through	No. 102 Express	No. 103 Local	No. 104 Through	No. 105 Express	No. 106 Local	No. 107 Through	No. 108 Express	No. 109 Local	No. 110 Through	No. 111 Express	No. 112 Local	No. 113 Through	No. 114 Express	No. 115 Local	No. 116 Through	No. 117 Express	No. 118 Local	No. 119 Through	No. 120 Express	No. 121 Local	No. 122 Through	No. 123 Express	No. 124 Local	No. 125 Through	No. 126 Express	No. 127 Local	No. 128 Through	No. 129 Express	No. 130 Local	No. 131 Through	No. 132 Express	No. 133 Local	No. 134 Through	No. 135 Express	No. 136 Local	No. 137 Through	No. 138 Express	No. 139 Local	No. 140 Through	No. 141 Express	No. 142 Local	No. 143 Through	No. 144 Express	No. 145 Local	No. 146 Through	No. 147 Express	No. 148 Local	No. 149 Through	No. 150 Express	No. 151 Local	No. 152 Through	No. 153 Express	No. 154 Local	No. 155 Through	No. 156 Express	No. 157 Local	No. 158 Through	No. 159 Express	No. 160 Local	No. 161 Through	No. 162 Express	No. 163 Local	No. 164 Through	No. 165 Express	No. 166 Local	No. 167 Through	No. 168 Express	No. 169 Local	No. 170 Through	No. 171 Express	No. 172 Local	No. 173 Through	No. 174 Express	No. 175 Local	No. 176 Through	No. 177 Express	No. 178 Local	No. 179 Through	No. 180 Express	No. 181 Local	No. 182 Through	No. 183 Express	No. 184 Local	No. 185 Through	No. 186 Express	No. 187 Local	No. 188 Through	No. 189 Express	No. 190 Local	No. 191 Through	No. 192 Express	No. 193 Local	No. 194 Through	No. 195 Express	No. 196 Local	No. 197 Through	No. 198 Express	No. 199 Local	No. 200 Through	No. 201 Express	No. 202 Local	No. 203 Through	No. 204 Express	No. 205 Local	No. 206 Through	No. 207 Express	No. 208 Local	No. 209 Through	No. 210 Express	No. 211 Local	No. 212 Through	No. 213 Express	No. 214 Local	No. 215 Through	No. 216 Express	No. 217 Local	No. 218 Through	No. 219 Express	No. 220 Local	No. 221 Through	No. 222 Express	No. 223 Local	No. 224 Through	No. 225 Express	No. 226 Local	No. 227 Through	No. 228 Express	No. 229 Local	No. 230 Through	No. 231 Express	No. 232 Local	No. 233 Through	No. 234 Express	No. 235 Local	No. 236 Through	No. 237 Express	No. 238 Local	No. 239 Through	No. 240 Express	No. 241 Local	No. 242 Through	No. 243 Express	No. 244 Local	No. 245 Through	No. 246 Express	No. 247 Local	No. 248 Through	No. 249 Express	No. 250 Local	No. 251 Through	No. 252 Express	No. 253 Local	No. 254 Through	No. 255 Express	No. 256 Local	No. 257 Through	No. 258 Express	No. 259 Local	No. 260 Through	No. 261 Express	No. 262 Local	No. 263 Through	No. 264 Express	No. 265 Local	No. 266 Through	No. 267 Express	No. 268 Local	No. 269 Through	No. 270 Express	No. 271 Local	No. 272 Through	No. 273 Express	No. 274 Local	No. 275 Through	No. 276 Express	No. 277 Local	No. 278 Through	No. 279 Express	No. 280 Local	No. 281 Through	No. 282 Express	No. 283 Local	No. 284 Through	No. 285 Express	No. 286 Local	No. 287 Through	No. 288 Express	No. 289 Local	No. 290 Through	No. 291 Express	No. 292 Local	No. 293 Through	No. 294 Express	No. 295 Local	No. 296 Through	No. 297 Express	No. 298 Local	No. 299 Through	No. 300 Express	No. 301 Local	No. 302 Through	No. 303 Express	No. 304 Local	No. 305 Through	No. 306 Express	No. 307 Local	No. 308 Through	No. 309 Express	No. 310 Local	No. 311 Through	No. 312 Express	No. 313 Local	No. 314 Through	No. 315 Express	No. 316 Local	No. 317 Through	No. 318 Express	No. 319 Local	No. 320 Through	No. 321 Express	No. 322 Local	No. 323 Through	No. 324 Express	No. 325 Local	No. 326 Through	No. 327 Express	No. 328 Local	No. 329 Through	No. 330 Express	No. 331 Local	No. 332 Through	No. 333 Express	No. 334 Local	No. 335 Through	No. 336 Express	No. 337 Local	No. 338 Through	No. 339 Express	No. 340 Local	No. 341 Through	No. 342 Express	No. 343 Local	No. 344 Through	No. 345 Express	No. 346 Local	No. 347 Through	No. 348 Express	No. 349 Local	No. 350 Through	No. 351 Express	No. 352 Local	No. 353 Through	No. 354 Express	No. 355 Local	No. 356 Through	No. 357 Express	No. 358 Local	No. 359 Through	No. 360 Express	No. 361 Local	No. 362 Through	No. 363 Express	No. 364 Local	No. 365 Through	No. 366 Express	No. 367 Local	No. 368 Through	No. 369 Express	No. 370 Local	No. 371 Through	No. 372 Express	No. 373 Local	No. 374 Through	No. 375 Express	No. 376 Local	No. 377 Through	No. 378 Express	No. 379 Local	No. 380 Through	No. 381 Express	No. 382 Local	No. 383 Through	No. 384 Express	No. 385 Local	No. 386 Through	No. 387 Express	No. 388 Local	No. 389 Through	No. 390 Express	No. 391 Local	No. 392 Through	No. 393 Express	No. 394 Local	No. 395 Through	No. 396 Express	No. 397 Local	No. 398 Through	No. 399 Express	No. 400 Local	No. 401 Through	No. 402 Express	No. 403 Local	No. 404 Through	No. 405 Express	No. 406 Local	No. 407 Through	No. 408 Express	No. 409 Local	No. 410 Through	No. 411 Express	No. 412 Local	No. 413 Through	No. 414 Express	No. 415 Local	No. 416 Through	No. 417 Express	No. 418 Local	No. 419 Through	No. 420 Express	No. 421 Local	No. 422 Through	No. 423 Express	No. 424 Local	No. 425 Through	No. 426 Express	No. 427 Local	No. 428 Through	No. 429 Express	No. 430 Local	No. 431 Through	No. 432 Express	No. 433 Local	No. 434 Through	No. 435 Express	No. 436 Local	No. 437 Through	No. 438 Express	No. 439 Local	No. 440 Through	No. 441 Express	No. 442 Local	No. 443 Through	No. 444 Express	No. 445 Local	No. 446 Through	No. 447 Express	No. 448 Local	No. 449 Through	No. 450 Express	No. 451 Local	No. 452 Through	No. 453 Express	No. 454 Local	No. 455 Through	No. 456 Express	No. 457 Local	No. 458 Through	No. 459 Express	No. 460 Local	No. 461 Through	No. 462 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Local	No. 593 Through	No. 594 Express	No. 595 Local	No. 596 Through	No. 597 Express	No. 598 Local	No. 599 Through	No. 600 Express	No. 601 Local	No. 602 Through	No. 603 Express	No. 604 Local	No. 605 Through	No. 606 Express	No. 607 Local	No. 608 Through	No. 609 Express	No. 610 Local	No. 611 Through	No. 612 Express	No. 613 Local	No. 614 Through	No. 615 Express	No. 616 Local	No. 617 Through	No. 618 Express	No. 619 Local	No. 620 Through	No. 621 Express	No. 622 Local	No. 623 Through	No. 624 Express	No. 625 Local	No. 626 Through	No. 627 Express	No. 628 Local	No. 629 Through	No. 630 Express	No. 631 Local	No. 632 Through	No. 633 Express	No. 634 Local	No. 635 Through	No. 636 Express	No. 637 Local	No. 638 Through	No. 639 Express	No. 640 Local	No. 641 Through	No. 642 Express	No. 643 Local	No. 644 Through	No. 645 Express	No. 646 Local	No. 647 Through	No. 648 Express	No. 649 Local	No. 650 Through	No. 651 Express	No. 652 Local	No. 653 Through	No. 654 Express	No. 655 Local	No. 656 Through	No. 657 Express	No. 658 Local	No. 659 Through	No. 660 Express	No. 661 Local	No. 662 Through	No. 663 Express	No. 664 Local	No. 665 Through	No. 666 Express	No. 667 Local	No. 668 Through	No. 669 Express	No. 670 Local	No. 671 Through	No. 672 Express	No. 673 Local	No. 674 Through	No. 675 Express	No. 676 Local	No. 677 Through	No. 678 Express	No. 679 Local	No. 680 Through	No. 681 Express	No. 682 Local	No. 683 Through	No. 684 Express	No. 685 Local	No. 686 Through	No. 687 Express	No. 688 Local	No. 689 Through	No. 690 Express	No. 691 Local	No. 692 Through	No. 693 Express	No. 694 Local	No. 695 Through	No. 696 Express	No. 697 Local	No. 698 Through	No. 699 Express	No. 700 Local	No. 701 Through	No. 702 Express	No. 703 Local	No. 704 Through	No. 705 Express	No. 706 Local	No. 707 Through	No. 708 Express	No. 709 Local	No. 710 Through	No. 711 Express	No. 712 Local	No. 713 Through	No. 714 Express	No. 715 Local	No. 716 Through	No. 717 Express	No. 718 Local	No. 719 Through	No. 720 Express	No. 721 Local	No. 722 Through	No. 723 Express	No. 724 Local	No. 725 Through	No. 726 Express	No. 727 Local	No. 728 Through	No. 729 Express	No. 730 Local	No. 731 Through	No. 732 Express	No. 733 Local	No. 734 Through	No. 735 Express	No. 736 Local	No. 737 Through	No. 738 Express	No. 739 Local	No. 740 Through	No. 741 Express	No. 742 Local	No. 743 Through	No. 744 Express	No. 745 Local	No. 746 Through	No. 747 Express	No. 748 Local	No. 749 Through	No. 750 Express	No. 751 Local	No. 752 Through	No. 753 Express	No. 754 Local	No. 755 Through	No. 756 Express	No. 757 Local	No. 758 Through	No. 759 Express	No. 760 Local	No. 761 Through	No. 762 Express	No. 763 Local	No. 764 Through	No. 765 Express	No. 766 Local	No. 767 Through	No. 768 Express	No. 769 Local	No. 770 Through	No. 771 Express	No. 772 Local	No. 773 Through	No. 774 Express	No. 775 Local	No. 776 Through	No. 777 Express	No. 778 Local	No. 779 Through	No. 780 Express	No. 781 Local	No. 782 Through	No. 783 Express	No. 784 Local	No. 785 Through	No. 786 Express	No. 787 Local	No. 788 Through	No. 789 Express	No. 790 Local	No. 791 Through	No. 792 Express	No. 793 Local	No. 794 Through	No. 795 Express	No. 796 Local	No. 797 Through	No. 798 Express	No. 799 Local	No. 800 Through	No. 801 Express	No. 802 Local	No. 803 Through	No. 804 Express	No. 805 Local	No. 806 Through	No. 807 Express	No. 808 Local	No. 809 Through	No. 810 Express	No. 811 Local	No. 812 Through	No. 813 Express	No. 814 Local	No. 815 Through	No. 816 Express	No. 817 Local	No. 818 Through	No. 819 Express	No. 820 Local	No. 821 Through	No. 822 Express	No. 823 Local	No. 824 Through	No. 825 Express	No. 826 Local	No. 827 Through	No. 828 Express	No. 829 Local	No. 830 Through	No. 831 Express	No. 832 Local	No. 833 Through	No. 834 Express	No. 835 Local	No. 836 Through	No. 837 Express	No. 838 Local	No. 839 Through	No. 840 Express	No. 841 Local	No. 842 Through	No. 843 Express	No. 844 Local	No. 845 Through	No. 846 Express	No. 847 Local	No. 848 Through	No. 849 Express	No. 850 Local	No. 851 Through	No. 852 Express	No. 853 Local	No. 854 Through	No. 855 Express	No. 856 Local	No. 857 Through	No. 858 Express	No. 859 Local	No. 860 Through	No. 861 Express	No. 862 Local	No. 863 Through	No. 864 Express	No. 865 Local	No. 866 Through	No. 867 Express	No. 868 Local	No. 869 Through	No. 870 Express	No. 871 Local	No. 872 Through	No. 873 Express	No. 874 Local	No. 875 Through	No. 876 Express	No. 877 Local	No. 878 Through	No. 879 Express	No. 880 Local	No. 881 Through	No. 882 Express	No. 883 Local	No. 884 Through	No. 885 Express	No. 886 Local	No. 887 Through	No. 888 Express	No. 889 Local	No. 890 Through	No. 891 Express	No. 892 Local	No. 893 Through	No. 894 Express	No. 895 Local	No. 896 Through	No. 897 Express	No. 898 Local	No. 899 Through	No. 900 Express	No. 901 Local	No. 902 Through	No. 903 Express	No. 904 Local	No. 905 Through	No. 906 Express	No. 907 Local	No. 908 Through	No. 909 Express	No. 910 Local	No. 911 Through	No. 912 Express	No. 913 Local	No. 914 Through	No. 915 Express	No. 916 Local	No. 917 Through	No. 918 Express	No. 919 Local	No. 920 Through	No. 921 Express	No. 922 Local	No. 923 Through	No. 924 Express	No. 925 Local	No. 926 Through	No. 927 Express	No. 928 Local	No. 929 Through	No. 930 Express	No. 931 Local	No. 932 Through	No. 933 Express	No. 934 Local	No. 935 Through	No. 936 Express	No. 937 Local	No. 938 Through	No. 939 Express	No. 940 Local	No. 941 Through	No. 942 Express	No. 943 Local	No. 944 Through	No. 945 Express	No. 946 Local	No. 947 Through	No. 948 Express	No. 949 Local	No. 950 Through	No. 951 Express	No. 952 Local	No. 953 Through	No. 954 Express	No. 955 Local	No. 956 Through	No. 957 Express	No. 958 Local	No. 959 Through</



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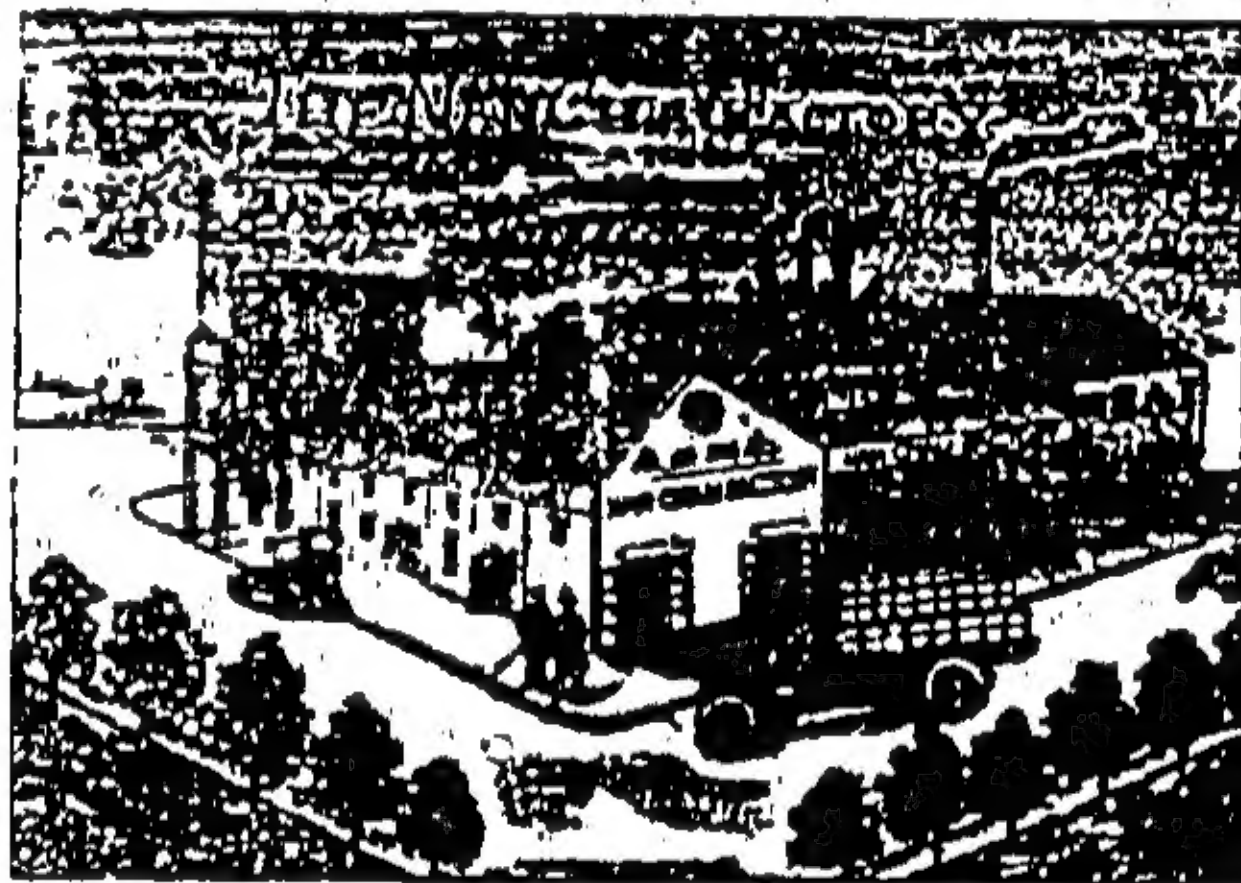
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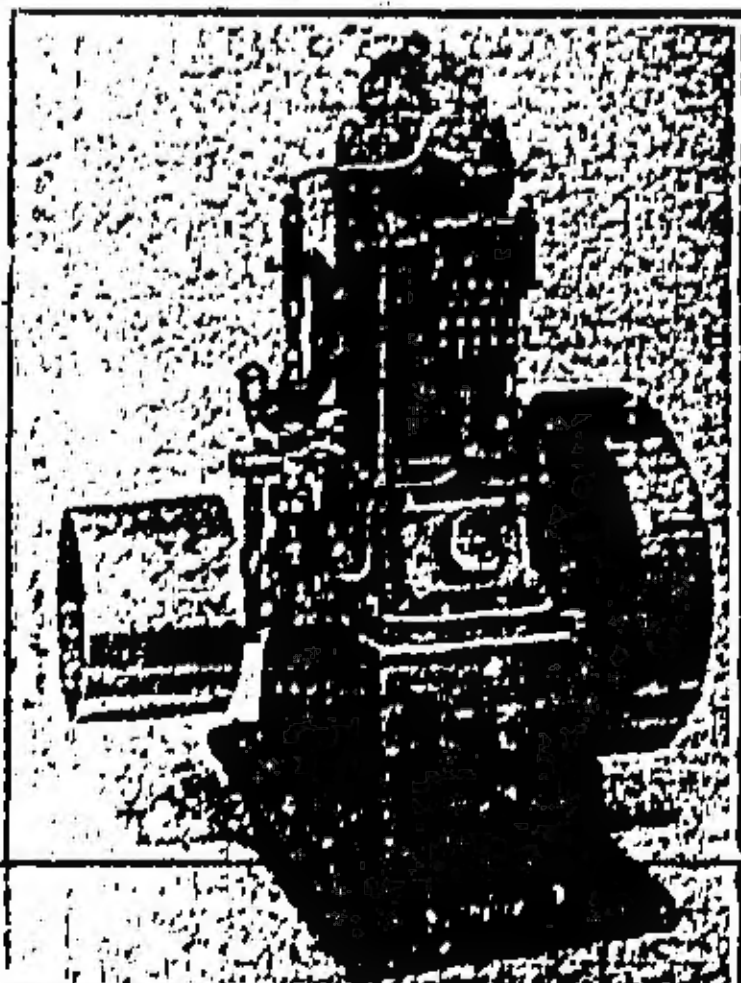
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### THE SHIPPING OUTLOOK. JAPANESE COMPETITION.

The most interesting trade problem of the reconstruction era is shipping. Evidence of the changed state of affairs can be found in a glance at the advertising pages of this journal. Old-established lines that have been but shadow of their former selves are again in full activity, and in place of the German ships that have disappeared we have half a dozen American lines operating fine new steamers on the Pacific; while the rising importance of trans-Pacific trade is shown in orders for new passenger vessels. The destruction of the war has been made good and the total steam tonnage about as at present two and a half million tons greater than in 1914. The situation is complicated by the industrial paralysis of central Europe and the elimination of Russia from international trade, but these are not permanent factors, and the shipping trade is approaching a strenuous period. Baron Kondo, the President of the N.Y.K., was appealing the other day to shipowners for closer co-operation "at a time when world-wide freight competition is about to take place," and the great company which the Baron controls has never ceased to make preparation, by accumulating vast reserves, for the day when the struggle would begin. Speaking in New York recently Baron Kondo said that Japanese ships would seek freight wherever it was to be found and he did not exclude the idea of making a bid for a share of the trans-Atlantic trade. The N.Y.K. has shown its confidence in its ability to compete by ordering 220,000 tons of new shipping at present prices, and it has very wisely built up a special fund against depreciation, recognizing that the present value of tonnage is fictitious and temporary. The special reserve is likely to be heavily drawn upon for it is calculated that adequate depreciation on a new steamer today ranges from 50 to 65 per cent. of cost within the first three years.

Reserves can be built up against this, but there is one vital factor in shipping competition which cannot be provided for in advance. Rising costs, with rising wages in their train, have made a great difference in the relative positions of Japanese and foreign shipping companies as compared with 1914. Mr. Yonejima Ito, a director of the N.Y.K., in an article recently translated by the *Advertiser*, pointed out that Japanese seamen and officers now occupied in respect of earnings a position between the merchant service of England and America. He said that the monthly wage bill of a 10,000-ton British steamer was at present about Y.9,000, and that of an American steamer about Y.12,000; the Japanese figure was rather higher than the British and in some cases it approximated to the American. This statement bears out the figures recently furnished to the London shipping journal, *Fairplay*, by a correspondent in Japan who gave the wages paid to Japanese crews on two actual voyages:

	Yen.	Yen.	Yen.	Yen.
Captain	750	100	916	
Chief Engineer	600	133	733	510
Chief Officer	495	110	605	480
Second Officer	370	83	453	360
Third Officer	300	66	366	300
First Engineer	495	110	605	240
Second Engineer	270	60	330	240
Boatswain	135	30	165	240
Carpenter	120	26	146	210
Quartermaster	120	26	146	180
Sailors	97	21	118	150
Chief Officer	135	30	165	240
Other Officers	120	26	146	180
Firemen	97	21	118	150
Coal Passers	75	16	91	120
Chief Steward	135	30	165	240
Stewards	118	21	139	150
Cooks	90	20	110	150

These approximate to American wages; the Y.150 yen paid on the 9,000-ton steamer to seamen stands just midway between \$5 a month and \$65 a month which were fixed as the standard wages for able and ordinary seamen respectively in America after the strike along the Atlantic coast last year. There is a tendency towards the equalization of seamen's wages throughout the world, and the creation of a great merchant marine by the United States accelerates it so far as the white nations are concerned, for seamen will naturally be attracted towards the ships that pay them best. Japanese seamen, however, are excluded from sharing in this tendency by the La Follette law, and the fact that American pressure will drive the shipping wages of European seamen upwards seems likely to prove in the long run an advantage to Japanese shipping.

The conditions described by Mr. Ito and by the London journal are temporary and artificial. They belong to the time when Japanese shipping had outrun the supply of trained personnel; when "seamen brokers" were squeezing fat profits out of the business of supplying officers and seamen to shipowners; when the profits were so great that a skilled man could get almost what he liked to ask for. These days are likely to be a thing of the past. Government have opened training schools, and the conditions described will soon attract plenty of excellent material to the profession. Before the war the wages of Japanese sailors were about Y.25 a month. They have risen to Y.75 and Y.100 and even to Y.150, but they must eventually be regulated by the wages prevailing on shore. Dr. Kishi, of the Shibaura Ironworks, stated in the *Advertiser* that other day that the average wage earned by his men was Y.70 a month. Considering the attractions of the shipping service it is obvious that seamen will not long earn Y.150 a month while men of equal skill and muscle only get Y.70 on shore. Formerly Japanese ships carried crews about 25 per cent. larger than European ships, partly because labour was cheap, partly because in the new industry it was not so well trained nor so efficient.

(Continued at foot of next column.)

### CUNARDERS FOR HAMBURG. BIG BRITISH MOVE.

Behind the fact announced by a New York Shipping Correspondent that the Cunard Line is including Hamburg as a port of call—lies evidence of the tremendous bid now being made by British shipowners for the world's carrying trade. The message is as follows:—

I am informed of a remarkable extension of British shipping enterprise designed to take from the Germans their former great undertakings in carrying emigrants and products between Central Europe and America via Hamburg and New York.

Hitherto this trade has been a State-subsidised monopoly of the German and Austrian shipping companies, against which American and British shipowners have had small chance of competing on account of "cut" freights and passages and the low wages scale paid in the German boats.

The first British company in the field, I learn on the best authority, is the Cunard Line, which is negotiating to buy large docking space and sheds at Hamburg formerly owned by the Hamburg-American Line, together with an hotel.

The Cunard Company will open this new service with the *Savonia*, which on her next trip from New York will include Hamburg as a port of call. Other liners and cargo steamers will follow.

The details of later sailings, I understand, have not yet been arranged, but the movement is regarded as being the preliminary step on the part of British shipowners to make a sweeping collection of American-Continental trade.

More ships, less work. Mr. W. J. Noble, president of the Chamber of Shipping of the United Kingdom, told a representative of the *Daily Mail* that although the world has now 3,000,000 tons of shipping more than before the war they are carrying only two-thirds of the pre-war freight. In Great Britain only half the pre-war freights are being carried.

"This shortage of ships," he said, "is entirely artificial. It is caused partly by the mistrust shown by labour to the shipowner and partly by the Government restrictions on imports and coal. These factors together are causing the dock congestion which is temporarily holding the shipping industry by the throat."

Once these difficulties are overcome the British shipping industry will embark on a period of healthy prosperity such as it has never known. We shall carry more goods at lower freights—which is what all shipowners want to do. This is a bad time, but I think we shall soon get over it. Under existing conditions it is taking three British ships to do the work of two and the consumer is paying two freights for one."

### NEW FRENCH AIR ROUTES. PLANS FOR COMMERCIAL TRAFFIC.

M. Flaudin, the French Under-Secretary for Aeronautics, who returned from London on March 24th by air, accompanied by Colonel Sacconney and M. Charles Brousse, has published a programme for a proposed extension of France's commercial air lines. State subsidies will be granted to French companies employing French pilots and mechanics, and landing places will be established on air routes throughout France, which will be mapped out by the State Director of Aerial Navigation. The new international routes proposed include:—

Paris-Abbeville (for London);  
Paris-Tours-Angoulême-Bordeaux-Bayonne (for Spain);  
Paris-Valenciennes (for Brussels);  
Paris-Strasbourg (for Central Europe);  
Paris-Dijon-Lyon-Marseilles-Batavia (for the East Indies);  
Paris-Nice-Corsica (for Tunisia).

A number of cross-country routes are also proposed, including a few in Northern Africa.

That condition does not exist to-day with anything the same force. Before long the training schools will supply the industry with all the men and officers it needs. It is unlikely that wages will fall generally in Japan, the cost of living being what it is, but when normal conditions return in shipping, the difference between the cost of skilled labour on land and on ships will disappear.

So far as wages go, it seems likely that Japan will retain some part of her advantages though the handicap in her favour will not be so great as in the Y.25 a month days, and to get the full benefit of their advantage shipowners will have to increase efficiency to a point at which numbers can be equalized. The most serious difficulty for many of the shipping companies will be the full in freights and values. During the war ships were worth Y.1,000 a ton deadweight and prices in Japan still range about Y.300 and Y.350 a ton. In American new ships are quoted at \$400 a ton. Those values are obviously temporary. The 1,400,000 tons of standard ships sold last year by the British Government averaged \$23 a ton and shipowners consider that figure to be higher than normal conditions will warrant. British authorities argue that the safe course is to write off in the next three years two-thirds of the cost of ships bought now. Only strong companies can stand depreciation at that rate, and Baron Kondo was talking the language of necessity when he warned Japanese shipowners that they must co-operate in face of the worldwide competition with which they are faced. Predictions would, of course, be futile. Investors cannot be too careful. This much may be said: cheap and plentiful transportation for men and goods is as urgent a need as any that faces the world, and keen competition in the international carrying trade will be of great assistance in the general task of restoring the world to wealth and health.—*Japan Advertiser*.

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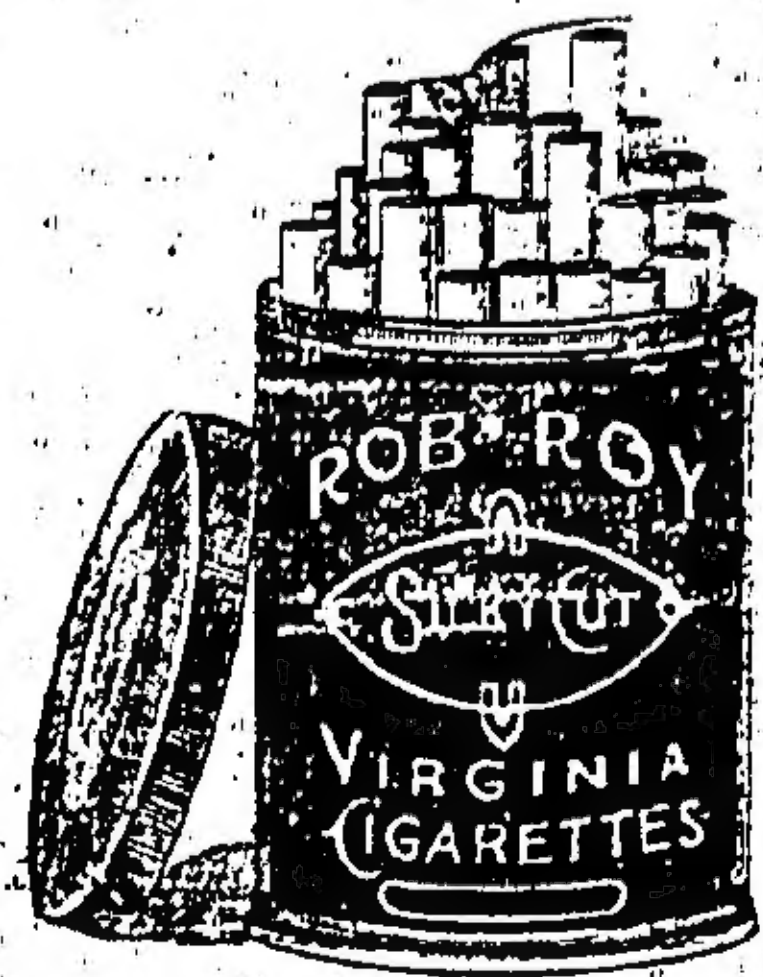
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## PULLING DOWN OLD LONDON VANISHING HISTORIC LANDMARKS.

[BY WALTER LITTLEFIELD.]

To make room for traffic in a crowded centre a plan has been devised which strikes at the very heart of the eighteenth century London. A new outlet is needed

across the Thames and a new route, to relieve the congested streets in the neighbourhood, and in particular to provide a direct and suitable communication between Piccadilly, Regent Street and the Strand.

John Murray, F.R.I.B.A., F.S.I., Surveyor to the Crown Estates in London, was called in late last year as expert adviser by the County Council to devise a scheme by which the region lying east of Charing Cross and Trafalgar and the Thames could be relieved and that part of the town beautified at the same time. In making the details of his plans known recently to the London press Mr. Murray explained that he had not yet received official approval, but were "a suggestion based on long experience in site values and provision for public amenities in Central London."

All the buildings covering the space between West Strand and the Victoria Embankment (north and south) and between the Grand Hotel and the Constitutional Club and Hotel Cecil (west and east) are to come down if the plan is carried out, with the removal of the Charing Cross Station and hotel to the south side of the river and a handsome road bridge replacing the Hungerford Railroad Bridge. On the plot thus exposed, which would include about 750,000 square feet, would be erected an approach to the bridge, beginning with a Monument of Victory on the Strand and flanked by great domed Government buildings, with an opera house, between the western one and the Constitutional Club.

CHANGING CHARING CROSS. Now, a locality like Charing Cross could not be dealt with like an isolated parcel of real estate. It is not only a great centre of traffic in London but, indeed of the United Kingdom. So the first consideration had to be the provision of facilities for the huge and increasing traffic that met, mingled or crossed. Mr. Murray frankly admitted that in plotting out the area for demolition his second consideration was not the historical importance of the sites to be spared, but rather the low commercial value of the buildings to be destroyed. The value of existing properties and new avenues had to be laid out, so far as possible through blocks of which the present value was relatively small, so that there would be a probability of carrying some of the cost of the improvements by the increased value of the sites and frontages that were to be made.

When Northumberland Avenue was cut through in 1876 the family mansion of the Duke was pulled down and the land let out on ground leases for long terms of years. But at 7 Craven Street, on which all the buildings must give way for the new opera house, Benjamin Franklin lived in 1771. On the Strand opposite Craven Street is the Golden Cross Hotel, once a well-known hostelry and place of departure for old mail coaches, and here Mr. Pickwick is described as having been assailed by the hackney coachman and to have been thereupon taken under the protection of Mr. Jingle. The United States Exchange is at 8 Strand. The Strand would be broadened here.

The Charing Cross Station, which with the hotel of the same name is to be removed, is the West End terminus of the South-Eastern Railway. It occupies the site of Hungerford Market, which was demolished to make way for it, and the present railway bridge is partly supported upon piers of the old Hungerford suspension bridge, which was for pedestrians only, and in 1883 was taken to Clifton and set up across the Avon there. Opposite the station, E. M. Barry's copy of the "Cross" originally erected to Queen Eleanor in the centre of the ancient village of Charing is to remain untouched. Also opposite the station is Adelphi Street, named after the late Queen Dowager, once noted for the concert rooms known as the Adelphi Gallery, now and for many years used as Gatti's restaurant. The broadening of the Strand will entail the demolition of this frontage also.

TO LEVEL HISTORIC HOMES. Villiers and Buckingham Streets, according to Mr. Murray's plans, will both be obliterated. Both were named after the Duke of Buckingham, whose mansion upon this site originally formed part of York House—once the residence of the Archbishop of York and afterwards the home of Lord Bacon, who was born in it. At the bottom of Buckingham Street are the beautiful York Stairs, or Water Gate, designed by Inigo Jones and partly carved by Nicholas Stone. Peter the Great lodged at 15 Buckingham Street. Samuel Pepys dwelt in the house opposite. Villiers and Buckingham as well as George and Duke Streets and Of Lane, which must also disappear, perpetuate in many landmarks the memory of George Villiers, Duke of Buckingham, who in the course of one revolving moon was chemist, fiddler, statesman, and buffoon.

On the Adelphi block is "Cotton" Bank, whose cellars extend far back into the Adelphi. "With it will go Durham and Adams Streets, and the terrace overlooking the Embankment and the Treasury, which occupies part of the site of Durham House, the town palace of the Bishop of Durham. David Garrick died at 15 Adelphi Terrace, not far from that Durham Yard (now Street), where Foote remembered him in early life attempting to earn his living with three quarts of vinegar in the collar, calling himself a wine merchant." The Junior Garrick, the French Club, the Cricketers Club, and the New Thames Yacht Club all occupy premises overlooking Adelphi Terrace. It may interest some to know that the name "Adelphi" comes from the Greek word and refers to the "Brothers" Adam, who built the vast arches over the site of Durham House, and erected the streets above them upon a level with the Strand; which they named after themselves John, Robert,

James, and William Street, all of which are doomed, according to Mr. Murray. In 1774 the brothers disposed of the whole property in a lottery containing 110 prizes, of which the highest was valued at \$125,000.

The Adelphi Theatre is opposite the Strand end of Adams Street. It was built by Scott and first opened in 1806 with the name of Sans Pareil. It took its present name in 1820 and was rebuilt in 1858. In the last century it was principally devoted to melodrama and farce and famous people have acted on its stage. Just east of it is the Vaudeville Theatre opened in 1870, and principally given to comedy. Both will remain untouched.

Opposite, of course, stands the Hotel Cecil, which will now have a more pleasing, if less historical, western exposure. It is the largest hotel in Europe, occupying two and three-fourths acres of ground and containing 1,250 rooms. In King William Street the Beefsteak Club and the Ophthalmic Hospital will disappear from that locality. So will the chief entrance of the Charing Cross Hospital, which is in Agar Street. The facade of the hospital is in Grecian style, designed by Decimus Burton in 1851. The building, owing to the surrounding teeming population, has long been one of the chief medical schools of London. The land here as well as that along Bedford Street, to the east, is still owned by the Duke of Bedford.

Further west the "Imperial War" will entirely wipe out the Charing Cross Mansions, made famous in the same way, lying south of the Wyndham's and the New Theatre, whose sites will be measurably improved. The "Way" will enter Leicester Square, having crossed Charing Cross Road by cutting off the angle formed by the road and Cranbourn Street, south of Bear Street, where the old bear pits were and the baiting took place in the eighteenth century.

From the time of the French Revolution Leicester Square has been known as the asylum of foreign political refugees. Its relics, however, will not be disturbed. The square, now filled with foreign restaurants, studios and art dealers, takes its name from Leicester House, built on the north side by Robert Sidney, Earl of Leicester, early in the seventeenth century. After him, Sidney Alley was also named. Leicester House was purchased by and became the "pouting place" of the Prince of Wales, afterward George III., who had been turned out of St. James's for taking his mother's part against his father. The Duke of Cumberland, who fought at Culloden, was born here in 1711. Frederick, Prince of Wales, in his turn quarrelled with his father in 1737, came hither and died here, 1751. The Empire Theatre was erected on the site of Leicester House in the months preceding its opening at Easter, 1834.

Mr. Murray told the London reporters that he would regret the destruction of the entire Adelphi block with the hotel, terrace and arches south of John Street, some of the decorations of which had been designed by the brothers Adam, but that the buildings themselves were falling into decay and were mostly built on brick arches which had a limited life. On the other hand, he said with enthusiasm that on the Adelphi site and on the corresponding area to the west of the new bridge there would be an opportunity of constructing monumental buildings similar in design and suitable for Government or Colonial offices. In the perspective view he shows these with large domes, forming stately masses on either side of the bridge. Still further west he indicates an ideal site for a new opera house.

North of the Strand the plans include the cutting of an "Imperial Way" from Leicester Square running east, and then south until it meets the prospect before the approach to the bridge, cutting directly through the blocks now formed by Leicester Square and Charing Cross Road, containing the Alhambra Music Hall, the road and St. Martin's Lane, containing the Garrick, Wyndham and New Theatres, the lane and Bedfordbury Street, with some manufacturing buildings left on the south and the Garrick Club on the north, wiping out the Peabody Buildings and the Medical School, and reaching West Strand by a broadening of Agar Street, which would make an entire sweep of the west side of Bedford.

The "Imperial Way" would be about 600 feet long and 125 broad; the approach to the new bridge 700 feet long and 225 broad; two new broad streets would be opened between the "Imperial Way" and Garrick and Bedford Streets.

## THE FUTURE OF RUBBER.

The late Mr. Lampard, at the United Serdang meeting always gave utterance to words which cheered the inventor and Mr. G. Croll, his successor, follows his good example. The meeting of this good company—which even in these times is paying 40 per cent.—took place recently, and this is what Mr. Croll said upon the future of rubber:—Since I addressed you last year a great change has come over the rubber position. As the result of war conditions, large stocks had accumulated in the producing countries, and we were entering upon the period when, as the outcome of the large planting in the years 1911, 1912 and 1913, most of us had looked to the possibility of two or three years of over supply. The experience of the past twelve months has entirely dispipated any prospect of this, while the large and ever-increasing requirements of manufacturers to meet the demands made upon them in connection with the rapid development in the use of motor vehicles of all descriptions—quite apart from the innumerable other uses of rubber—justify one in anticipating that the rubber industry during the next few years is more likely to be faced with a prospect of over supply. While, however, the marketing of our produce gives us no cause for anxiety, the present adverse rate of exchange and the exceptionally high price of rice very considerably adds to the cost of production, and it is well that this should be borne in mind by shareholders in rubber companies.

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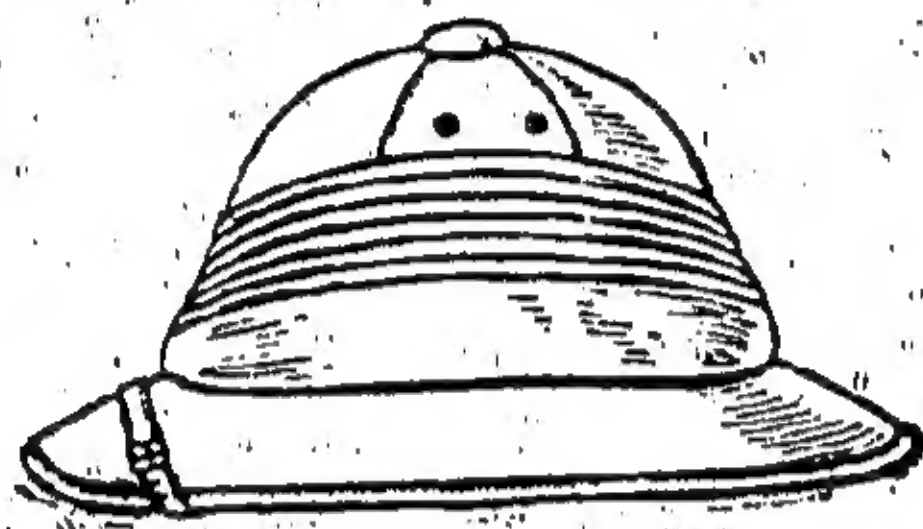
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It was indeed a happy hap  
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for this cigarette is recognised as the  
 'IT' of discriminating smokers, and it  
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Two sets of type are provided with each machine, others to any quantity may be purchased separately.

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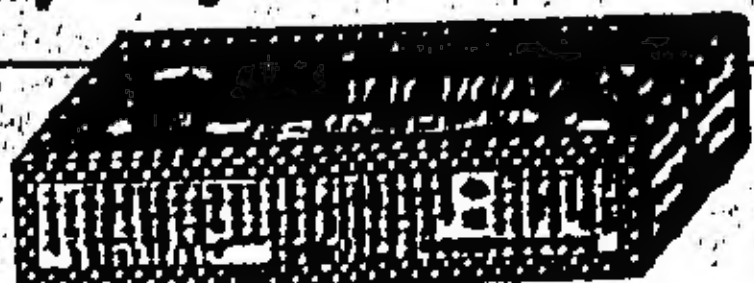
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### ALLEGED OUTRAGE IN TOKYO

MANAGER OF BRITISH FILM CO. ROBBED

A strange story of poisoning, robbery, and abandonment was told by Mr. Leonard W. Hartmans to a Kokusai representative in Tokyo. According to his own story, Mr. Hartmans is the general manager of the British Lion Films, Ltd. of Elstree, Hertfordshire, England, and was on his way to China to investigate trade conditions there. Although a British subject, he has lived for many years in the United States, where he was in the cinema business. Here is Mr. Hartmans' story of his experience in Yokohama on the N.Y.K. steamer *Katori Maru* from America and immediately upon landing took the train for Tokyo. As this is his first visit to Japan, I speak no Japanese, and consequently experienced some trouble in trying to find an hotel. However, I was assisted by a well-dressed Japanese speaking excellent English who very politely offered to guide me to an hotel, but suggested that we have a glass of beer before starting. I went with him to a cafe near the station, where he said that it was not far from Tokyo station, on one of the main streets having a tramway on it, and that the cafe was furnished in foreign style and had boy waiters.

After one or two drinks I lost consciousness, due to some drug, and remember nothing more until I woke up the next morning in a suburb of Tokyo, several miles from the city. I returned in a motor car and immediately reported my case to the police, for while unconscious I had been robbed of some six hundred dollars in Canadian currency, a valuable diamond ring and all my papers with the exception of my passport.

Mr. Hartmans said that he could not remember what police station he visited as he was dazed by the effects of the drug. The central Metropolitan police bureau, however, denied all knowledge of any such case having been reported.

On the same day Mr. Hartmans went to St. Luke's hospital, where he was treated by Dr. Mann for chloralhydrate poisoning, and then to the British Embassy where his passport was found to be in order. He stated his case to the authorities there who were making an effort to substantiate his statement so as to take proper steps in the matter.

That night after pawing some of his effects, as the robbers had left him no money, Mr. Hartmans put up at the Seiyoken Hotel where he was charged ten yen for sleeping on a couch in the parlour. To add to the mystery, the Kokusai representative in his account, as given in the *Japan Times*, that Mr. Hartmans suddenly disappeared and was nowhere to be found the day after he was interviewed.

### JAPANESE COLONIES IN SOUTH AMERICA.

ENORMOUS TRACTS OF LAND ACQUIRED.

Some Argentine newspapers are calling attention to what they regard as indications that the Japanese are preparing the way for an extensive colonisation programme in South America as well as seeking in Argentina a larger market for their goods. The main has attracted considerable attention in diplomatic and commercial circles.

The treaty with Paraguay, which the Japanese Minister to Chile crossed the continent to sign at Asuncion, gives Japan favoured-nation privileges including the right of colonisation. Discussing this treaty, Paraguay's Finance Minister, Senor Eusebio Ayala, said that one of the objects of Japan was to provide for colonisation in his country. He added that Paraguay, which is a country the size of California with only a million inhabitants and a wonderful capacity for agricultural development, would welcome the Japanese. It is now reported that a similar treaty is being negotiated with Uruguay.

In furtherance of this supposed colonisation plan in South America, Japanese capitalists, according to the newspaper, *La Razon*, have recently acquired enormous tracts of agricultural lands in northern Peru and Bolivia.

Those in Bolivia are said to be 1,800 miles square; those in Peru 20,000 miles square. It is also said that Japanese capitalists have invested recently in the exploitation of tin mines in Bolivia, and the projection of railways which they are preparing to construct and operate.

"There is no doubt," says *La Razon*, "that there already exists a vast plan for Japanese colonisation in Peru and Bolivia, a plan which, considering the very dispersed native population and their relative incapacity for certain kinds of work, is susceptible to a very rapid development, and to such an extent that very soon Japan will count three large nuclei of interests in South America: Sao Paulo, in Brazil, where enormous quantities of coffee are produced and exported to the Far East; the department of Tarija, in Bolivia, and the province of Loreto in Peru."

### ANOTHER DANGEROUS THINKER.

ENGLISHMAN ARRESTED.

According to the *Asahi* an Englishman giving his name as Edward Stephenson of London, has been detained by the Akashi Police. The Englishman in question is alleged to have been ordered by the Chinese Government to leave China some time ago for his propaganda of dangerous thoughts there in the latter part of last year. He came to Japan, the *Asahi* journal says, in January last and subsequently he has been attracting the attention of the police authorities at Fukuoka and other places, of Kyushu. He was arrested by the Akashi Police on his way from Kyushu to Kobe the other day. He speaks Japanese fluently.

### UNION INSURANCE SOCIETY OF CANTON, LIMITED.

DIVIDEND ANNOUNCEMENT.

Subject to audit the Directors will recommend the payment of a Final Dividend of Sixteen shillings and a Bonus Dividend of Twenty shillings per share for account 1918, an Interim Dividend of Twenty-four shillings per share for 1919 and a Bonus of 20 per cent. on Contributory Premium. They will further recommend that £150,000 be passed to Reinsurance Fund, £30,000 to Building Reserve Fund and £50,000 to Equalisation of Dividend Fund, leaving about £270,000 to be carried forward to Underwriting Suspense Account 1918.

To those Shareholders who are not ordinarily resident in the United Kingdom dividends will be paid by warrant on the Hongkong and Shanghai Banking Corporation, London, free of Income Tax.

### TRADING JUNK WRECKED.

610 PICULS OF SUGAR LOST.

The steersman of a trading junk of 615 piculs capacity has reported to the Police that while his junk was being towed on Wednesday night by a steam launch from the San Tak district to Hongkong, it ran upon a rock near Lantau Island. They managed to refloat the junk, but after it had proceeded as far as Chung On it sank. It was laden with 610 piculs of sugar, valued at \$400. No lives were lost.

### FATAL ACCIDENTS.

MEN FALL FROM BUILDINGS.

A Chinese emigrant, who was awaiting the arrival of a ship to proceed to Singapore, met with a fatal accident on Thursday evening at the Tung On boarding house where he was staying. The man fell from the verandah of the third floor of the building and, when picked up, life was found to be extinct. The body has been sent to the public mortuary.

A watchman of a Chinese theatre was found lying dead outside his house at Victoria Street. The man had evidently fallen over the verandah of the third story of the building in which he was staying.

### THE "STAGED" ROBBERY.

MAGISTRATE SAYS "NO EVIDENCE."

The hearing of the case was concluded at the Magistracy, yesterday, in which a Chinese watchman was charged with neglect of duty.

Mr. Hutchison stated that the police had failed to prove what had actually taken place. It was possible that the robbery might have been committed with defendant's connivance, but the Police had not proved it. He had no doubt, however, that the man would be dismissed from service. He discharged the man.

### PRINTER'S FOREMAN IN TROUBLE.

LEAVES WITHOUT NOTICE.

At the Magistracy, yesterday, Mr. M. F. Billimoria, Manager of the "Local" Printing Press charged his foreman with leaving his service without notice.

Defendant stated that he had obtained permission to go home on this understanding that he would provide a substitute. He managed to secure a man, and when he found another man had been engaged in his place, he went away.

Mr. Smith: Then you left without notice?

Defendant: I went to Canton on urgent business and on my return found another man in my place. Thinking that I was not wanted I went away.

Mr. Billimoria: I did not give the man leave. He never went to Canton. I have no desire whatever to get rid of him, although he has proved troublesome at times. I have scolded him but I have never asked him to go away. He asked leave to proceed to Canton to worship at his ancestor's tomb. I told him he would have to get a substitute. He brought one. I have discovered that he never went to Canton, but that he went to work with another firm.

Mr. Smith told defendant that he ought to have given notice if he desired to leave. He must refund \$50 to Mr. Billimoria for the trouble he had caused him.

### THE DENNISTON PLAYERS ARRIVE.

"UP IN MABEL'S ROOM" ON MONDAY.

The Denniston Players arrived in the Colony yesterday on the *Sova Maru*, after an extended successful season in Manila. They are opening in Hongkong on Monday night with "Up in Mabel's Room," one of the most laughable farces ever staged in Hongkong. The play, which had been described as the legitimate successor to "Fair and Warmer," kept New York laughing for eight months, and is now repeating its Broadway success at the Wood's Theatre, Chicago. It is the story of a series of complications caused in the life of a newly-married man by a pink silk petticoat, which he had in his bachelor days made a present of to a charming and daring young lady called Mabel. The petticoat and the owner turn up at a house party where the newly married "hero" is spending the honeymoon, and the most farcical situations ensue, with of course, everything coming off right in the end. Miss Ward Howard, whom one of the Northern papers described as the most talented American actress that has come out East in recent years, will take the part of Mabel.

### KOWLOON BOWLING GREEN CLUB.

ANNUAL GENERAL MEETING.

The annual general meeting of the Kowloon Bowling Green Club was held yesterday evening in the Club premises at Kowloon. Mr. J. B. Chapman presided and was supported by the following Committee: Messrs. D. Neilson, W. Davison, W. Russell, A. Simpson, W. R. Oswald, W. Hedley (Hon. Treasurer) and Mr. D. Gow (acting Hon. Secretary).

The Chairman said:—Gentlemen, as the report and statement of accounts for the year ending 31st December, 1919, has been in your hands for some time, I ask you to accept the same as read. This year your Committee are not able to place before you such a satisfactory profit on the year's working as last year, which then happened to be the record for this Club. However, the balance shows on the right side, and considering the expense incurred in improving our tennis courts, the "stimulating" of our Club House for the celebration of Armistice Day and the Inter-Club Games with Shanghai, we think the Club is to be congratulated on its financial standing, the Reserve Account being \$7,737.10. Our Club, which is rightly regarded as the premier Bowling Club of the Colony, had the honour of having the first Interport Bowling Match to take place in Hongkong played on its green; this, with the honour of providing the first Interport rink to play in Shanghai, are outstanding points in the history of this Club. (Applause.) We hope this year the members will rally round the Committee and give them their usual enthusiastic support. It is probable the individual Championship of the Colony will be revived this year, which, with the League Championship competition, ought to keep the game of bowls well to the front. (Applause.) There is nothing otherwise special to remark about the usual honours of \$100 each to the Honorary Secretary and Treasurer, which we hope is in accordance with your views. Our Closing Day was one of the most successful ever held; the prizes made a very brilliant show, all being presented by members of the Club. I hope the same generosity will be shown this year and that 1920 will be a prosperous and enthusiastic year for the Club. (Applause.) I now beg to propose the adoption of the report and statement of accounts.

Mr. J. PARKES seconded, and the motion was carried unanimously.

In regard to the election of a President, the Chairman said that he wished to propose the name of Mr. D. Gow, who had done a considerable amount of work for the club during the past ten years. (Applause.)

Mr. W. DAVISON seconded, and the motion was carried unanimously.

Mr. Gow thanked the members for the honour done him. He said that he had the welfare of the club at heart and assured them that he would do his best to keep up the traditions of the club. (Applause.) He hoped that in the present year they would be able to top the Bowling League. (Applause.)

The following other officers were then elected:—

VICE-PRESIDENT: Mr. D. Neilson.  
 HON. SECRETARY: Mr. J. N. Allen.  
 HON. TREASURER: Mr. R. Lapsley.  
 GENERAL COMMITTEE: Messrs. A. Simpson, L. Guy, J. Parkes, W. Russell, W. Davison, D. Muir, and G. Henderson.

The following cups were promised: "Dundee" Cup, "Belfast" Cup, "Tyneside" Cup, and "Clydeside" Cup; other cups were promised by Messrs. D. Gow and D. Neilson.

The meeting then terminated.

### GOLF SECTION.

A meeting of the Golf section followed. Mr. D. Gow, presiding said that he thought it time more attention were paid to the Golf section which was started three years ago. He thought it necessary to have a Captain and Golf Committee to look after the section. He proposed the name of Mr. J. Parkes as Captain.

The motion was carried unanimously.

Mr. PARKES promised a cup for this section.

The Golf Committee will be appointed by the General Committee.

### THE REPORT.

The following was the report for the year ending 31st December, 1919:—The profit made in the working of the Club is \$193.84. Twenty-one new members joined the Club during the year and twenty left, making our present total 149, an increase of 1 over last year. The annual competitions were again played, and completed in good time to hold a closing day and present the prizes. An International Match, England versus Scotland, was played for prizes presented by Mr. W. R. Hind, and spoons presented by Mr. C. Atkinson. The Match was won by England. The interesting event (Inter-Port Bowls) between Shanghai and Hongkong took place on the 3rd October on our ground, before a large gathering and after a keen and pleasant game the victory went to Hongkong.

A Match between teams representing Shanghai and our Club resulted in a win for Shanghai by the small margin of 4 points. The League Competition was played during the season and games were enjoyed by all who took part. Kowloon had again to give way to Taikee. No competitions were entered into owing to lack of entries. A (tennis) team was entered for the Hongkong League, but after playing a few matches had to withdraw from the competitions as it was found impossible to raise a team for every match. The Committee regret to record the death of six of our members.

J. Adamson, J. Fasse, D. R. Shaw, W. Tulip, W. O. Jack and K. Mackenzie. The best thanks of the Club are due to the donors of the many handsome prizes for Bowls and Tennis.

### GOLF.

This section requires stimulating considerably and it is hoped that those members who are golf enthusiasts will lend their support in making this section of keener interest to the players.

### FLYING TO TOKYO.

ANOTHER AEROPLANE REACHES CANTON.

Another Italian aeroplane taking part in the Rome-Tokyo flight, landed in Canton 9.30 o'clock on Thursday morning, from Hanoi.

The machine in charge of Lieut. Ferrarin and Mgt. Cappannini, of the Italian Aviation Corps, is of the same type as the one which reached Canton on Wednesday under Lieutenant Masiero, namely, S.V.A. No. 9. The aeroplane, after visiting Kwang-chow-wan and spending Wednesday night in Kowloon, finally landed in Fong Tsuen, near Pui Ying School, as it was unable to locate Cheung Lai Tai Chu, the selected landing ground.

No sooner had the Italian aeroplane landed in Fong Tsuen than hundreds of villagers gushed from the whole countryside to see it, says the *Canton Times*. None were sooner on the ground than the Pui Ying Boy Scouts, who quickly surrounded the machine, thus protecting it from the curious crowds that gathered.

Both aeroplanes expected to leave Canton next Sunday, for Shanghai, by way of Foochow. They will stop one day at Foochow and perhaps two or three days in Shanghai.

Lieut. Masiero, pilot of a chasing aeroplane, who brought down many enemy machines, is one of the aces of the Italian Army. Like many other aviators who do not desire that their flying careers should end with the war, Masiero transferred, at the Armistice, his activities to the study of commercial aviation and has accomplished many noteworthy flights, amongst which was one from Rome to Warsaw.

Lieut. Ferrarin, the bomber of Innsbruck and Friederichshafen, was one of those composing the squadron "La Serenissima" who, under the leadership of D'Annunzio, made the famous raid on Vienna.

These two Italian airmen have been flying in company practically all the way from Rome.

Both machines are of the S.V.A. type. The first two letters are the initials of its designers, Major Savio and Verduzio, who, as the heads of the Technical Department of Military Aviation (Italy), conceived this plane on the basis of most complete scientific, theoretical and practical improvements, and demonstrated its usefulness in the late war. The third initial was borrowed from the name of the place where this type of aircraft was first constructed, namely, Ansaldo.

### MURDERED GRAND D'YES.

A STRANGE STORY OF BURIAL AT PEKING.

Reuter's Correspondent at Peking thus elaborates the brief message in the above subject cabled by our own correspondent a week ago.

A strange echo of the Imperial tragedy, which was enacted in Siberia in July, 1918, sounded in Peking yesterday (April 18th).

It will be remembered that after the number of the Russian Imperial family at Ekaterinburg, three Grand Dukes and a Grand Duchess were thrown down a coal mine near Perm.

Shortly after the inauguration of the Kolchak regime, a search was made which, though it failed to discover traces of the bodies of the members of the Imperial family, resulted in the recovery of the bodies from the coalmine. These were recognized and buried at Omsk, together with those of four servants who had shared the same fate.

The bodies were those of the Grand Duke Serge Michaelovitch, (who commanded the Russian artillery in the Great War, and whose niece, the Countess Nadejda Torby, married the Earl of Medina, eldest son of the Marquess of Milford Haven); the Grand Duke Jean Constantinovitch, (who married the daughter of King Peter of Serbia); Jean's brother, the Grand Duke Igor Constantinovitch; and the Grand Duchess Elisabeth, widow of the Grand Duke Serge Alexandrovitch, sister of the Empress Alexander Feodorovna of Russia and daughter of the Grand Duke of Hesse, and therefore grand-daughter of Queen Victoria. The Archduchess Elisabeth's husband was Governor General of Moscow and was killed by a bomb in 1905.

### INTERRED IN PEKING.

The eight bodies arrived at Peking in the evening of the 15th instant. They were conveyed by train to the Anting Men, whence they were carried to the old Russian cemetery, where they were interred yesterday.

No one in Peking seems to know why the bodies were brought to Peking or by whose orders. The Chinese Government are not concerned while the Russian Legation only knew of the matter after the bodies had been interred. The explanation is believed to lie in the foreign interest attaching to these close connections of the Imperial family. It is hinted that King Peter was the moving spirit in the transference from Omsk and that the bodies will not remain long in the Chinese capital.



HONGKONG POLICE FORCE  
ANNUAL INSPECTION BY H.E. THE GOVERNOR.

## PRESENTATION OF MEDALS.

The annual inspection of the Hongkong Police Force and the presentation of medals to the members was held yesterday afternoon in the compound of the Central Police Station. The force was under the command of the Hon. Mr. E. D. C. Wolfe, Captain-Superintendent of Police, assisted by Mr. P. J. Wodehouse, C.I.E., D.S.P., Mr. T. H. King, A. S. P., and Mr. Baglinham, A.S.P. As His Excellency the Governor (Sir Reginald Stubbs) arrived, attended by Captain McGrath, A.D.C., he was received by the Royal Salute, following upon which the force was inspected. A square was then formed and His Excellency, addressing the men said:—Mr. Wolfe, Officers, Non-commissioned Officers and Men of the Hongkong Police Force, I am glad to have this opportunity of meeting so many of you on parade, and of distributing the medals which have been won by good service during the past year. The Hongkong Police have had a year of difficult work since it has been reviewed by the Governor and it has come through the year extremely well. The epidemic of violent crime which raged in this Colony a short while ago, being due no doubt, very largely, to the disturbed conditions across the frontier, has now, we are glad to know, been reduced to manageable proportions, and it is greatly to the credit of the Police Force that it has been so well handled. I am very pleased to see back those of the Force who served in His Majesty's Forces, and to welcome those who have joined the Force after serving with His Majesty's Forces. I trust the good work done during last year will continue during this and the coming years. It is a pleasure to me to think that the Force has had something done for its comfort during the last year. The magnificent new building which has now been completed will, I am sure, add much to the amenities of life in this part of the town, and the minor changes, such as alteration of uniform, will also, I feel sure, have added to the comfort of the members of the force. Then I am glad to think that it has been found possible to relax the rules about marriage so as to make it possible for almost any man who intends to remain permanently in the force to be married at a reasonable age. I had hoped to be able, before now, to publish the decision from the Secretary of State with regard to the pay of the Police Force, a matter that I need hardly say is of great interest and importance to us, but I am unfortunately unable to do so at the moment. I trust, however, that the Secretary of State's decision will not be long delayed and I hope that the members of the Police Force will find their condition materially improved. There is only one other matter I would like to mention for the information of the European members of the force. The so-called European Constables have, for years past, been doing work which is scarcely that of a constable, and I think Mr. Wolfe agrees with me that the time has come when we should make a change in the title of the Force. It is proposed, therefore, that the rank of Police constable no longer exists for the European members of the force who will be classed either as Inspectors, Sub-Inspectors, Sergeants of various grades or Lance Sergeants; these corresponding more nearly to the duties than the title of Police constable. I will now proceed to distribute the medals. His Excellency next pinned medals on to the following:—

## MEDAL LIST.

Rank and Name.	Medal Medal Medal Class. Class. Class.
A. L. S. 105 Lannon.	4th.
C. C. 170 Chan Hung.	3rd.
For promptness and courage shown by them in effecting the arrest of three bad characters in Shanghai Street on the night of the 18th April, 1919. The men were caught after a hard struggle and chase and on being searched, one of them was found to be in possession of two daggers and a number of wooden gags. The Police also picked up a revolver dropped by one of the men while being pursued. One of the men named Fung Leung was convicted on a charge of being in possession of offensive weapon and sentenced to 12 months H.L.	
L. S. 22 E. J. Field.	4th.
For zeal and diligence displayed by him in the arresting of two Chinese servants who severely assaulted two Parsee Gentlemen (their Masters) with intent to murder on the 1st floor of No. 22 Peel Street in the early morning of the 2nd May, 1919. The two assailants were found guilty at the Criminal Sessions on the 18th June and sentenced to 7 years hard labour with 18 strokes of the Cat each.	
L. S. 34 C. Pain.	4th.
For his zeal and pluck in securing the arrest of an armed robber named Lo Cheung in 50 Bonham Road under dangerous circumstances on 22nd January, 1919, who with another man attacked and robbed a hawker at Lytleton Park. The two robbers were charged and sentenced to 6 years hard labour at the March Sessions.	

Rank and Name.	Medal Medal Medal Class. Class. Class.
L. S. 100 W. Woolford (Deceased).	4th.
For zeal and energy displayed by him in the capture of five men off Shek O (B.T.) after a long chase on No. 1, Police Launch, who had robbed a fishing boat, wounded a boatwoman with a gunshot and kidnapped 6 persons at Lamna Island on the night of the 9th July, 1916. At the Criminal Sessions on the 29th October before His Honour the Puisne Judge they were convicted on the above three charges and sentenced to 7 years H.L. and to receive 18 strokes of the Cat each.	
P. S. 5 J. Hedge.	3rd.
L. S. 22 E. J. Field.	3rd.
L. S. 113 A. R. Clark.	4th.
P. S. 2911 Lui Lu.	3rd.
P. C. 838 Khair Deen.	3rd.
P. C. 418 Li Kang Yau.	4th.
P. C. 530 Cheng Wa.	4th.
P. C. 633 Yau Chung.	4th.
For good work done and bravery shown by them in connection with the case known as the Motor Bandit case at West Point on the 28.11.19 in which three persons including the late Chinese Constable 608 Ling Pin lost their lives and three out of the five robbers, armed, were captured and sentenced to death at the Criminal Sessions on the 27th January, 1920.	

Principal Chinese Detective Hui Hang.

Recommended for the King's Police Medal in connection with the above.

Inspr. R. McDonald. 2nd.

For long and valuable service and for zeal and courage in the performance of his duties in a difficult District and for bravery in following up armed robbers (34 Western Street).

P. S. A35 T. Murphy. 2nd.

For skill and untiring energy in search for and tracing criminals in a dangerous locality.

P. S. A7 J. Ingham. 3rd.

For hard work and perseverance in performing the duties of supervising officer of pawnshops leading to valuable results.

P. S. A34 W. Pincott. 3rd.

For hard and skilful work during the War, particularly in connection with the supervision of passenger steamers.

Inspr. M. Eerner. 4th.

Inspr. F. Appleton. 4th.

P. S. A30 E. Moore. 4th.

P. S. A70 J. Davis. 4th.

Actg. Inspr. A. Floyd. 4th.

P. S. A97 C. Aris. 4th.

P. S. A109 J. Caygill. 4th.

P. S. A102 G. Jackson. 4th.

For long and faithful service.

W. Kerr. 4th.

For long and faithful service. Transferred to Golf Club December, 1913).

P. S. A95 W. Blackman. 4th.

For long and faithful service.

Indian.

Sgt. Maj. Fattah Singh. 4th.

A hard working and energetic officer who has done very good work in the New Territory.

P. S. 91 Kishan Singh. 4th.

Showy by C.C. 165 Hon San Yin whom he reported for sleeping on duty. He has 22 years' service.

P. S. 257 Ali Bahadar Khan. 4th.

P. S. 280 Fazal Ahmed. 4th.

P. S. 283 Chanda Singh. 4th.

P. S. 288 Jagat Singh. 4th.

P. S. 285 Dhanna Singh. 4th.

P. S. 290 Inan Din. 4th.

For long and faithful service.

P. S. 339 Kirpa Singh. 4th.

Very good record—19 years' service.

P. S. 322 Ram Singh. 4th.

For long and faithful service.

P. S. 23 Nand Singh. 4th.

Excellent work—17 years' service.

P. S. 287 Tara Singh. 4th.

For long and faithful service.

P. S. 246 Nabbi Bux. 4th.

Special good work in connection with traffic.

L. S. 210 Wadawa Singh. 4th.

L. S. 229 Ali Mohamed. 4th.

L. S. 236 Jalal Deen. 4th.

L. S. 234 Ahmed Khan. 4th.

L. S. 298 Abdal Khan. 4th.

L. S. 281 Keem Khan. 4th.

For long and faithful service.

L. S. 334 Lall Khan. 4th.

Special good work—19 years' service.

L. S. 284 Sayad Mahomed. 4th.

L. S. 243 Sultan Baxsh. 4th.

P. C. 240 Buty Khan. 4th.

For long and faithful service.

P. S. 70 Ho Tim. 3rd.

P. S. 39 Li Yee. 4th.

P. S. 83 Lam Ki. 4th.

P. S. 125 Kwong Keung. 4th.

P. S. 73 Wong Kui. 4th.

P. S. 157 Lo Hoi. 4th.

Engineer Yung Wing Chun. 4th.

Stoker Lai Fuk. 4th.

Stoker Chan Sai. 4th.

Coxswain 475 Cheung Tsau. 4th.

## HONGKONG SCHOOLS' ATHLETIC SPORTS.

## YESTERDAY'S CROWDED MEETING.

## QUEEN'S COLLEGE WINS THE SENIOR CHAMPIONSHIP.

## ST. JOSEPH'S COLLEGE CARRIES OFF JUNIOR HONOURS.

The annual sports for the Hongkong Schools, which took place on the Racecourse yesterday, attracted a crowd of nearly 2,000 boys and girls, to say nothing of a large number of the older folk. Thanks to the fine weather which prevailed, the events were worked off without a hitch, some of the officials having an exceedingly strenuous time. It is not possible to enthuse over the arrangements. No attempt was made to keep order in the earlier part of the afternoon, and hundreds of boys strayed about the course when they should have been well out of it. Later on, when His Excellency and Lady Stubbs arrived, an attempt was made to remedy the situation and some of the officials got unnecessarily heated. Two incidents evoked much comment—a violent assault on Chow Kam Woon, a St. Joseph's College boy, and the junior champion of the meeting, by an official, and a similar exhibition of temper by Indian Constable No. 89, his victim being a Portuguese boy who was witnessing the races. Incidentally, it has to be regretted that with no less than forty-four gentlemen acting as officials or scattered in the different Committees, it was necessary to call on Police assistance to keep order, and those in charge of the sports can assure themselves that had the arrangements been taken well in hand when the sports commenced, much dissatisfaction and a promising future. The fact is, nearly everything was left in the hands of four or five men—Messrs. J. C. Fletcher, W. L. Handyside, W. V. Doherty, A. H. Crook and the Rev. G. E. S. Updell—and they had too much to do.

Queen's College has every reason to be satisfied with the result of the sports, for Queen's boys carried off the majority of the prizes. Tsai Tse Yui, who won the senior championship, was first in the long jump and the hundred yards dash, and third in the high jump. He is an athlete with a promising future. Hung Kam Sang, who was only three points behind the champion, won the 300 yards race, and was third in three other events. Another Queen's boy who deserves special mention is G. A. Hyder, who specialises in the longer distances. He won the half mile with comparative ease in 2min. 14.5secs. from D. Laing, gaining thus the Challenge Cup presented by the Canton-Nanyang Bros., to be held by the College for one year. Hyder also romped home an easy winner of the quarter mile race in the splendid time of 34 seconds, winning outright the Ellis Kadoorie Cup. He has won this race three times in succession, for the first two years when he was a student of St. Joseph's College. Queen's also won the coveted team race, the cup for which has been in the possession of St. Joseph's College for the past eight years. St. Joseph's had hopes of winning the race again, but in the race, H. Bragg, the first runner, collapsed with a stitch in the side.

The junior championship went to St. Joseph's College, who are fortunate in the possession of an excellent all round athlete. The manner in which Chow Kam Woon won the 100 yards flat race, the high jump, the 220 yards flat race, and the hurdles stamped him as a runner of much more than ordinary promise. Thanks to the fine start which Chow Kam Woon gave his team, St. Joseph's College won the junior team race without much difficulty. The girls' race excited great enthusiasm among the little ones. The daughters of Mr. F. H. Dillon won nearly everything, thanks to the liberal handicaps which they received.

The handicapping was at fault in the Old Boys' seven furlong race, in which Haroon got a start of 60 yards and was never caught, and in the two miles bicycle race, in which the winner of the cycle race in the Lusitano Club sports was given a big lead over many others who have neither won nor been placed in cycle races.

## THE RESULTS.

Long Jump (Senior Championship).—1, Tsai Tse Yui (Q.C.); 2, Chin Hon Chun; 3, Hung Kam Sang.

100 Yards Flat (Junior Championship).—1, Chow Kam Woon (S.J.C.); 2, Mak Tin Kan; 3, K. Ishimatsu.

100 Yards Flat (Senior Championship).—1, Tsai Tse Yui (Q.C.); 2, H. Bragg; 3, Hung Kam Sang.

High Jump (Junior Championship).—1, Chow Kam Woon (S.J.C.); 2, A. Gosano; 3, Lim Lan Chang.

300 Yards (Senior Championship).—1, Hung Kam Sang (Q.C.); 2, Shek Wing Kwan; 3, Chiu Hon Chun.

One Mile Bicycle Race (Handicap).—1, A. Botelho (S.J.C.); (40 yards); 2, A. R. Tavares (10 yards); 3, Eric W. Tape (180 yards).

Half Mile (Challenge Cup).—1, G. A. Hyder (Q.C.); 2, D. Laing; 3, Ng Leun Cheung. 2min. 14.5secs.

100 Yards Flat (Handicap—British boys under 10).—1, John Dillon (Garrison School); 2, L. Glendinning; 3, T. Edwards.

220 Yards Flat (Junior Championship).—1, Chow Kam Woon (S.J.C.); 2, Mok Yuen Tsai; 3, K. Ishimatsu.

High Jump (Senior Championship).—1, Li Woon Chi (Deceased); 2, Shek Wing Kwan; 3, Tsai Tse Yui.

100 Yards Flat (Handicap—girls under 10).—1, D. Baker (Victoria H.S.); 2, Maud Dillon; 3, Kathleen Spall.

100 Yards Flat (Handicap—girls over 10).—1, A. Dillon (Garrison School); 2, P. Woolley; 3, D. Henderson.

120 Yards Hurdles (Junior Championship).—1, Chow Kam Woon; 2, Lam Chak Man; 3, Chung Kwok Ping.

120 Yards Hurdles (Senior Championship).—1, Hung Hui Chong (St. Paul's); 2, K. King Fan; 3, Hung Kam Sang.

220 Yards Flat (Handicap, British boys over 10 and under 19).—1, E. T. Simmon; 2, Segal; 3, L. Cropley.

100 Yards (Handicap, British girls).—1, D. Dillon; 2, D. Baker.

Quarterns Miles (Ellis Kadoorie Challenge Cup).—1, G. A. Hyder (Q.C.); 2, D. Laing; 3, Leung Tin Sang. 34 seconds.

Seven Furlongs Race (Old Boys).—1, E. Haroon; 2, B. A. Hyder; 3, G. Jack.

Two Miles Bicycle Race (East and present pupils).—1, F. H. Gomers; 2, A. Gomers.

Team Race (Senior).—1, Queen's College (Tsai Tse Yui, Mok Wing Kwan, Yuen Wing Fai, G. A. Hyder, S. A. R. Ismail, K. King Fan, D. Laing, Hung Kam Sang); 2, St. Paul's College.

Team Race (Junior).—1, St. Joseph's College; 2, Sai Ying Pun School.

Senior Championship.—Tsai Tse Yui (Queen's College).

Junior Championship.—Chow Kam Woon (St. Joseph's College).

THE PRIZE DISTRIBUTION.

At the conclusion of the sports, the prizes were given away by H.E. the Governor amidst scenes of great enthusiasm in which the boys took a prominent part. The Rev. G. E. S. Updell, the Secretary, said that, on behalf of the Committee, he had great pleasure in welcoming H.E. and Lady Stubbs to their arrival in the Colony. His Excellency's reputation had preceded him—in the matter of the keen interest which he took in sport, especially among the schools—hence their welcome was all the more sincere. The Hongkong Schools' athletic sports were the only sports held in the Colony in which the boys of all the schools could take part. He thought these combined sports meetings were very beneficial in promoting healthy rivalry, teaching the boys the meaning of *esprit de corps*, and helping to develop their bodies, a service which would do good to them in after life. He had great pleasure in asking H.E. to say a few words.

H.E. the Governor said he could only express, on behalf of his wife and himself, the pleasure they felt in having an opportunity of seeing so many school children of Hongkong together. It was, as Mr. Updell had said, an excellent thing that the boys of the different schools should meet on the athletic field in this manner. It not only taught them *esprit de corps*, but they also learnt that there were other schools in the Colony, which were proud of their record and of their boys' doings. He was very glad to see that team races had been included in the programme. The only objection one could find to track athletics was that it promoted too much individuality.

The prizes were then given away, the large assembly of boys from all the schools in the Colony showing their keen interest in the awards. When the prize-giving was over, Mr. Updell once again expressed to His Excellency the appreciation of the Committee. H.E. bowed his thanks. Little Edith Glendinning then presented Lady Stubbs with a beautiful bouquet of pink roses. The proceedings came to a close with the National Anthem, rendered by the Wiltshire Band, who had been in attendance all the afternoon.

## THE OFFICIALS.

The officials were as follows:—

Patrons:—H.E. the Governor, H.E. Major-General F. Venetris, Rt. Rev. Bishop Lander, Rt. Rev. Bishop Pozzoni, His Honour the Acting Chief Justice (Mr. H. H. Gompertz), the Hon. Mr. A. G. M. Fletcher, C.B.E., the Hon. Mr. D. W. Trevelyan, the Hon. Mr. E. R. Hallifax, the Hon. Mr. E. C. Irving, the Hon. Mr. W. Chatham, C.M.G., Sir Paul Chater, C.M.G., Sir Robert Ho Tung, the Hon. Mr. Lau Chu Pak, Commodore V. G. Gurney, Messrs. H. V. D. Parr, N. J. Shabb, R. E. O. Bird, and B. Tanner.

STEWARDS:—Rev. Bro. Aimar, Rev. W. H. Hewitt, Rev. A. D. Stewart, Rev. C. B. Shann, Rev. A. J. Stead, Mr. A. H. Crook, Rev. T. W. Pearce, and Mr. J. L. MacPherson.

GENERAL COMMITTEE:—Rev. Bro. Alphonsus, Messrs. R. E. O. Bird, H. H. Chan, T. S. Chan, A. H. Crook, F. J. De Rome, L. Forster, G. F. Nightingale, A. Hughes, J. Ralston, J. C. Fletcher, W. L. Handyside, Y. K. Law, S. S. Leung, H. Sykes, W. V. Doherty, and Rev. Bro. Paul.

Hon. Secretary:—The Rev. G. E. S. Updell.

WORKING COMMITTEE:—Rev. Bro. Alphonsus, Messrs. F. J. De Rome, J. C. Fletcher, L. Forster, J. Ralston, W. V. Doherty, A. Hughes, and G. F. Nightingale.

RECEPTION COMMITTEE:—Mr. R. E. O. Bird, Mr. B. Tanner, Rev. W. H. Hewitt, Mr. A. H. Crook, Rev. A. J. Stead, Mr. A. O. Brown, Messrs. Ng Fung Chin, Lam Pak To, Leung Shiu On, Lo Yuk Lun, The Ching Fong, and Liu Chiu Po.

COMPETITORS' COMMITTEE:—Mr. W. L. Handyside, Messrs. H. Sykes, J. C. Fletcher, Messrs. J. Ralston, J. C. Fletcher, and C. Mycock, Messrs. J. C. Fletcher, and C. Mycock, Messrs. J. C. Fletcher, and C. Mycock.

TIMEKEEPERS:—Messrs. F. A. Britton and F. S. Cuckoo; SCORES:—Messrs. Wong Shiu Poon, T. Chi On, and K. Kin Fan.

JUDGES:—Rev. Bro. Alphonsus, Mr. F. J. De Rome, Mr. A. Hughes, Rev. E. W. F. Martin, Rev. Bro. Paul, Mr. Y. P. Law, Mr. A. O. Brown, Mr. G. F. Nightingale, Rev. C. B. Shann, Messrs. A. H. Sutherland, A. T. Hamilton, W. L. Handyside, Bishen Singh, Chan To Shang, San Ying Cheung, Leung Shui Sang, See To Wing Hon, and Rev. A. J. Stead.

## SPORT.

## TENNIS.

## HONGKONG C.C. TOURNAMENT.

In the open doubles, J. Stalker and E. Abraham did well in defeating V. Yvanovich and O. E. Marques after a very close struggle. The Portuguese pair won the first set, but Stalker and Abraham took the next three and the match 4-6, 6-3, 7-5, 6-4. They now meet the brothers Lo, against whom they stand little or no chance.

Two matches were played in the semi-final round of the Handicap Singles "A." Oliver, defeating Greenaway after losing the first set. The second set, provided very equal tennis, both men playing for safety. Oliver finally won 2-6, 6-7, 6-3. Redmond defeated Powell 1-6, 6-2, 6-4, and is generally expected to win this competition by beating Oliver in the final round.

To the surprise of many, Murray and Jennings went down to Monteith and Timmis in the handicap doubles, 6-4, 6-2.

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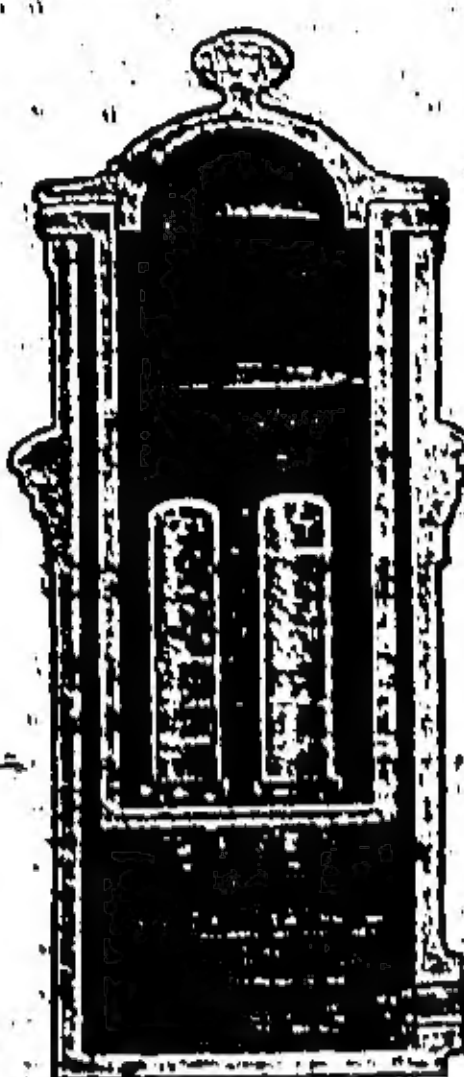
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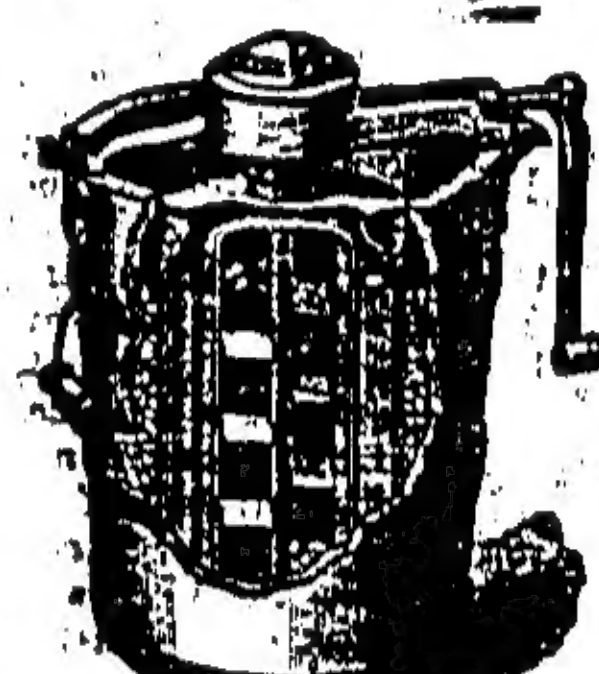


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A2595	Y COME LA VA	TANGO	"
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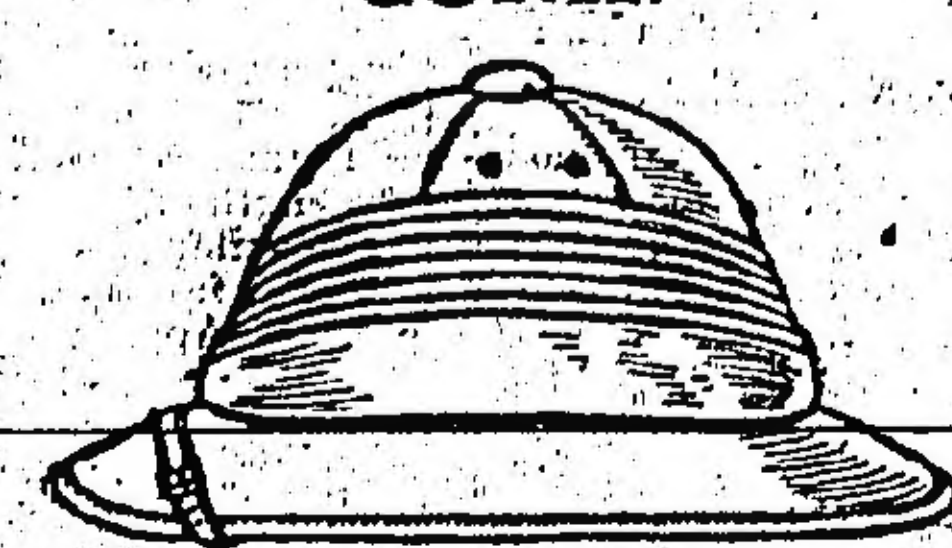
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ONE NEW BABY GRAND PIANO by Campbell, in perfect condition, price reasonable. Also one upright piano by Montreux, likewise in perfect condition.  
Apply to—  
Care of "Daily Press" Office, 808



## GOVERNMENT BILLS, ETC.

TENDERS for SPECIE current in SHANGHAI, up to and for the sum of \$500,000 current in Shanghai, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11.30 a.m. on April 28th, 1920.

The amount accepted is to be placed by the tenderer to the credit of an account with the HONGKONG AND SHANGHAI BANKING CORPORATION, Shanghai, so as to be available on April 27th, 1920.

Persons tendering to state alternatively (a) the amount of Hongkong Currency payable in Hongkong, on April 27th, 1920, required for each \$1,000 Shanghai Currency and/or  
The amount of Dollars current in Shanghai per £100 for Telegraphic Transfer on the London Commission of H.M. Treasury, London.

The tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and enclosed "TENDERS FOR GOVERNMENT BILLS, ETC."

The right to accept or reject any or all of the tenders is reserved.  
Copies of Forms of Tender can be had on application.

Persons tendering for (Bills) are hereby notified that, having regard to the provisions of the Act 22 George III, Cap. 45 and 41, George III, Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills).

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the Company."  
Any further information can be obtained by personal application to the TREASURY CHEST OFFICER, A.P.D.

A DELACOMBE, Lieut.-Colonel,  
Treasury Chest Officer, A.P.D.,  
His Majesty's Treasury Office,  
Hongkong, April 24th, 1920. [808]

## NOTICE TO CONSIGNEES.

SS. "LAKE FIELING" VOY 1-HOME  
FROM CALCUTTA via RANGOON,  
PENANG, SINGAPORE AND SAIGON.

THE above-mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all Cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns, at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit, signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Apr. 28th, at 10 A.M., and April 29th at 10 A.M.

All Claims must be presented within a week of the Steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after Apr. 30th, will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC MAIL STEAMSHIP COMPANY,  
As Operators, U.S. Shipping Board,  
Hongkong, April 23rd, 1920. [810]

## REPULSE BAY HOTEL.

## SPECIAL ATTRACTION

## AMERICAN CABBARET

## DANCERS

## WILL APPEAR

## ON

SATURDAY, APRIL 24TH, 1920,

## DURING

## TEA DANCING AND DINNER-DANCE

The following Dances will be presented:

1. "A PRETTY GIRL IS LIKE A MELODY"
2. "COCAINE" TO A "ROSE ROOM"
3. "BALL ROOM FOX TROT"
4. "TAXI" WILL BE PLAYED BY A JAZZ "TRAPDRUMMER"

NOTE.—Owing to limited accommodation, table bookings should be made early either at the HONGKONG HOTEL OFFICE (Telephone No. 34) or direct at REPULSE BAY HOTEL (Telephone No. 831).

## PUBLISHED TO-DAY

## HONGKONG WEEKLY

## PRESS.

## CONTAINING ALL THE WEEK

## LOCAL NEWS

The Paper to send Home

## INTIMATIONS

## NOTICE

THE interest and responsibility of Mr. CECIL HUMPHREYS in our Firm CEA-ED on December 31st, 1919.  
W. G. HUMPHREYS & CO.  
Hongkong, April 21st, 1920. [787]

## NOTICE

ON and after the 22nd day of April, 1920, all receipts for money received on account of the KING EDWARD HOTEL, shall bear the impress of the Hotel Chop, which is circular in design bearing the words, KING EDWARD HOTEL, both in English and Chinese. Receipts without this stamp chop, will not be recognised by the Hotel Authorities.

J. WITCHELL,  
Manager.

Hongkong, April 19th, 1920. 781

KOWLOON-CANTON RAILWAY.  
(BRITISH SECTION).

THE PUBLIC is notified that the FULL TRAIN SERVICE will be RESUMED on THURSDAY, APRIL 22ND.

By Order,  
H. P. WINSLOW,  
Manager.

Kowloon, April 21st, 1920. 788

## WANTED.

A MEDICAL PRACTITIONER offers his services in lieu of passage from Hongkong to any European port.  
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A DVERTISER who is leaving the Colony for a few months, wishes to meet responsible person who will take over his MOTOR BOAT.

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A CAPABLE GIRL with a knowledge of simple Bookkeeping who is also a moderately fast Typist.  
Reply stating salary required to—  
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## INTIMATIONS

## VICTORIA RECREATION CLUB.

THE ANNUAL ATHLETIC SPORTS will be held at the HONGKONG CLUB Football Ground TO DAY (SATURDAY), APRIL 24th, commencing at 1 P.M. Sharp. Admission to Grand Stand and enclosure \$1.00. Ladies are cordially invited. Tea will be provided for on the ground. By kind permission of Lieut. Colonel J. R. WINDHAM and Officers of 2nd Wilt. Regiment, the Band will play during the afternoon.

R. H. B. MITCHELL,  
Hon. Secretary. 803

## ROYAL HONGKONG YACHT CLUB.

## NOTICE.

## R. THING SEASON.

THE GENERAL COMMITTEE has decided to again throw the Club House open from MAY 1st to certain approved persons who are not Members of the Club. Applications for Bathing Membership should be sent to either of the undersigned. By Order,

F. W. CARPENTER, P. W. D.  
D. K. BLAIR,  
Lowe, Bingham & Matthews, 781

## HONGKONG STOCK EXCHANGE.

THE Committee have amended the Settlement days as follows for the year 1920—

THURSDAY, ...	29th April
FRIDAY, ...	28th May
FRIDAY, ...	28th June
THURSDAY, ...	28th July
MONDAY, ...	30th August
FRIDAY, ...	24th September
FRIDAY, ...	19th October
MONDAY, ...	29th November
THURSDAY, ...	23rd December

By Order of the Committee,  
W. LOGAN,  
Secretary,  
HONGKONG STOCK EXCHANGE  
Hongkong, April 21st, 1920. [791]

## A. G. DA ROCHA.

## IS THE AUCTIONEER

A. G. DA ROCHA,  
AUCTIONEER, SURVEYOR AND  
GENERAL BROKER.

Queen's Road Central, Telephone No. 2328.

HAVING been Favoured with instructions from Mr. HOWES, will sell by Public Auction on SATURDAY, April 24th, 1920, at 2.30 P.M., at his Sales Room, Queen's Road Central (Old Post Office Building).  
EXCELLENT HOUSEHOLD FURNITURE  
Comprising—  
Blackwood Furniture, Brass and Iron Bedsteads, Tables, Carpets and Rugs, Overmantels, Silk Tapestry Covered Drawing Room Suite, Sofa, Easy Chair, Occasional Tables, Extension Dining Table, Bevelled Mirror, Wardrobes, Pictures, Curtains, Bed Sheets, Crockery, Glassware, Ornaments, Cabinet, Teak Bookcase, Dinner Waggon, Dining Chairs, Silver Ware, Clocks, Marble-top Washstand, Cooking Stoves, Cutlery, Toilet Set, Electric goods and a long line of Sundries.  
Catalogues will be issued.  
TERMS—Cash on Delivery

## A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND  
GENERAL BROKER.

Queen's Road Central, Telephone No. 2322.

FAVOURED with instructions from The Concerned, will sell by Public Auction, on SATURDAY, April 24th, 1920, at 2.30 P.M., at his Sales Room, Queen's Road Central (Old Post Office Building).

## EXCELLENT HOUSEHOLD FURNITURE

Comprising—  
Blackwood Furniture, Brass and Iron Bedsteads, Tables, Carpets and Rugs, Overmantels, Silk Tapestry Covered Drawing Room Suite, Sofa, Easy Chair, Occasional Tables, Extension Dining Table, Bevelled Mirror, Wardrobes, Pictures, Curtains, Bed Sheets, Crockery, Glassware, Ornaments, Cabinet, Teak Bookcase, Dinner Waggon, Dining Chairs, Silver Ware, Clocks, Marble-top Washstand, Cooking Stoves, Cutlery, Toilet Set, Electric goods and a long line of Sundries.  
Catalogues will be issued.  
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## A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND  
GENERAL BROKER.

Queen's Road Central, Telephone No. 2322.

HAVING been Favoured with instructions from The Concerned, will sell by Public Auction on WEDNESDAY, April 28th, 1920, at 11 A.M. at his Sales Room.

## 1,500 CASES PEANUT OIL.

in good condition, each case containing 2 tins of 37 lbs. oil each net.

The above Oil is stored in the Godown of THE NAM CHAO OIL FACTORY, Nos. 55, 57-59, Avelin Street, Sham Shui Po.

The Oil has been examined and passed by The Government Analyst.

Notice of Export Merchants is called to this sale, as the Goods are all packed and ready for shipment.

The Goods can be inspected at the above Factory.

TERMS—20 per cent. Deposit to be paid immediately on the fall of the hammer.

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Special Arrangement for Families on Application to—

J. H. OXBERRY,  
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## WATSON'S

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## THE HONGKONG DISPENSARY.

## BIRTHS.

FOWLER.—At Shanghai, on April 19th, to Mr. and Mrs. M. C. FOWLER, a daughter.

McMARTIN.—At Shanghai, on April 15th, to Dr. and Mrs. THOMAS GLEN McMARTIN, a daughter.

## MARRIAGES.

CLAIR-WALLACE.—At Shanghai, on April 17th, VERA CLAIR of New Jersey, U.S.A., to CLAUDE, daughter of Capt. and the late Mrs. F. H. WALLACE of Shanghai.

QUINCY-ANDERSON.—At Shanghai, on April 17th, ANNA MAGDALENE, only daughter of Mr. and Mrs. G. A. ANDERSON of Shanghai, to LEWIS PATRICK, 6th son of Mr. and Mrs. WILLIAM QUINCY of Shanghai.

TISON-INSOCCENT.—At Wuhu, on April 15th, ALAN ARTHUR LANCELOT, son of F. E. TISON of Eastbourne, to GWYNETH DOROTHY, daughter of J. W. INSOCCENT, Wuhu.

## DEATH.

SMITH.—At his residence, "Shallimar," Ayt, on March 31st, JOHN CARLISLE SMITH, late of Nagasaki, Japan, in his 79th year. [806]

Hongkong Office: 10A, Des Voeux Road, O. London Office: 111, Fleet Street, E.C.

## The Daily Press.

HONGKONG, APRIL 24TH, 1920.

## THE CHINESE IN NETHERLANDS INDIA.

Certain statements which have been appearing in the Chinese Press regarding what is alleged to be the oppressive rule of the Dutch in Netherlands Indies have elicited from the Dutch Legation some very interesting information on the changes which are being effected by the Dutch in the Government of the various races in the islands. Practically from the time they took possession of the Islands, the Dutch have adopted the plan of governing each race through its own rulers; for example, the Japanese have been governed by their own leaders, Chinese have been governed by Chinese, and Arabs governed by Arabs. In this way due regard was paid to the different customs of each people. That system has outlived its usefulness, and the Dutch are now introducing uniform laws, but the necessary changes are being carried out, the Minister states, with due regard to local circumstances and the customs of the various races. It is explained that under the system of uniform laws

disabilities under which the Chinese have laboured have been already removed and others are being removed. For example, they are now permitted to travel without passports, and they are not confined to their own residential quarters. What considerations prompted these changes are not set forth in the Legation statement, but we may assume they are intended primarily to remove the sense of grievance under which the Chinese and other races have been protesting. The allegations now being reiterated in the Chinese Press are the echoes of events which took place in October, 1918, when the natives of a certain village, incensed by the notorious practices of the Chinese, suddenly gave vent to their feelings and descended upon the Chinese quarter, with the result that forty of the filthy houses occupied by Chinese were destroyed by fire and seven Chinese lost their lives. According to the Dutch Legation at Peking, that has been the only incident in respect of which complaint might be made, yet charges are being reiterated which suggest that the Chinese are constantly suffering under a repressive rule which affords them no security of life or property. Now the Chinese are under no obligation to remain in the Dutch Indies under what they regard as oppressive rule, and that these grievances are grossly exaggerated would seem to be proved by the remarkable growth which has taken place in the Chinese population of the islands. The Dutch have ruled there for three hundred years, and the Chinese population there has steadily grown from a few scattered families into a community of something like 700,000. While the natives of the islands are the cultivators of the soil, and in the larger places the mechanics, the practice of the handicrafts is, for the greater part, in the hands of Chinese, who are also largely represented on the tobacco plantations and in the tin mines of Banks and Bileton. The Dutch in their own interests are much more likely to do what they can to make so valuable an element of the population satisfied and contented than to make them discontented and rebellious. Uniform laws, however, entail uniform responsibilities and duties, and according to the statement given out by the Dutch Legation at Peking, the allegations of oppression which are now being made against the Administration arise partly out of a disinclination on the part of the Chinese to fulfil the obligations which follow upon this change in the system of governing the various races. They resent as oppression an obligation to serve in the Colonial Militia for the purposes of local defence. No doubt, they institute in their minds comparisons with conditions for the Chinese in the neighbouring territories of the Straits Settlements and the Federated Malay States. There they are under no obligation to perform any sort of military service. In the Netherlands Indies, however, widely different circumstances prevail, and the Dutch Government is fully entitled to require the large Chinese community there to take their proper share in the defence of the territory in which they live and prosper. There are something like thirty millions of natives in Java and Madagascara alone, and presumably the growth of a nationalistic movement among them has shown the necessity for strengthening local measures of defence. The Chinese prefer to leave the duty and responsibility for their defence to other people. Another grievance relates to income-tax. Formerly the Chinese had to pay income-tax on a less income than other foreigners because it was contended that their standard of living being lower, they could afford to do so. That anomaly has now been removed, and a uniform income-tax has been inaugurated, although it operates somewhat harshly on the other races in the islands. The Chinese are also asking for a modification of the Sino-Dutch Convention, which is similar to the Conventions entered into with other countries, granting them the privileges of consular representation in Netherlands India. They take exception especially to Dutch law being made to apply to Chinese born of parents resident in the islands. We do not know to what extent these grievances are shared by the Chinese who dwell in the Netherlands India. The Press criticism is evidently inspired by Chinese from the Minister at Peking declares that a more prosperous and contented people does not exist in the world than the Chinese resident in the Dutch Colonies. That the Chinese are a prosperous people in Netherlands India will not be disputed, but that a considerable amount of political discontent prevails among them, is clearly shown in the explanation of the situation made by the Legation. These grievances, however, do not justify wholesale charges of "barbarous cruelty" to the Chinese. We may be quite sure that the Chinese population of the islands, instead of showing a steady increase, would show a rapid decline in number if such charges were capable of proof.

Mr. G. T. M. Edkins left the Colony yesterday on the *Rheus*.

One case (one death) of plague were reported in the Colony on Thursday.

The little Chinese girl, who was charged on Thursday with theft, has been sent to the Po Leung Kok.

The total output of the Kailan Mining Administration's mines for the week ending April 10th, amounted to 69,256 tons, and the sales, during the period, to 75,373 tons.

Returns issued by the Tokyo authorities show that the number of cases of influenza in Japan from November to the end of last month totalled 2,155,000 and the deaths 107,000.

Many friends will hear with regret that Brig-General C. D. Bruce, who only arrived back in China a few months ago, is compelled by reasons of health to go Home. He is going home on the Blue Funnel steamer *Mentor*.

Prince Higashi Kuni is travelling on the *Andre Leloux* to Marseilles. The Prince is travelling incognito as Count Azuma. He will remain in France for two years and will then proceed to England, returning home via America.

There was no tender for the opium contract at Macao on Wednesday. The new contract is for three years from August 1st, next. A new notice has been issued to the effect that verbal offers will be received on May 21st. The upset price is \$250,000 per annum.

We learn that the St. George's Society have marked St. George's Day by a donation of \$1,000 to the two Services as a contribution to their Entertainment Funds, and also by prizes to the British Schools of the Colony for the best essays on a subject appropriate to the day.

Mrs. Harry Woods and the Misses Aileen and Doris Woods, the well-known entertainers, leave on Tuesday next on the *s.s. Mentor* of the Blue Funnel line, for Singapore. It is their intention to return to Hongkong to take up their teaching again next season. Many hundreds have availed themselves of dancing lessons from these clever teachers during their five months' residence here.

A travelling trader on a Shiki junk was arrested by the Police early yesterday morning for attempting to export \$45 in subsidiary coins. The man was charged at the magistracy and the money confiscated. When the money was turned over to the sheriff, the latter was considerably surprised to find that every coin was a counterfeit. The Police were informed and managed to re-arrest the man, as he was leaving the compound.

The Deputy District Grand Master Designate of the District Grand Lodge of Hongkong and South China (E.C.) is the Hon. Mr. P. H. Holyoak, who will be installed on Tuesday next. Wor. Bro. Holyoak's Masonic career in Hongkong has been closely identified with Perseverance Lodge, of which he became a member nearly twenty years ago and was in due course elected W.M. He has also occupied the chairs in the Mark Lodge, the Royal Arch Chapter, and the Rose Croix Chapter.

A Tientsin business man, recently transferred to the Shanghai headquarters of his company, writes to the Editor of the *P. and T. Times* that he much prefers that port in many respects especially as regards residence, houses in Shanghai being outrageously expensive and very scarce of a kind suitable for men who have not taipan's incomes. He also notes that there are lots of Europeans unemployed, and there is a rush of applicants—many, of course, quite unsuitable—for every billet advertised. In Tientsin, at any rate, it is rather the other way, as many firms are still short-handed in some of their departments.

It is reported, says the *Shanghai Mercury*, that the compulsory savings scheme, which was suggested by the Inspector General of Customs, has been agreed to by the majority of the Customs employees. In the I. G.'s circular, it was stated that the scheme is only compulsory for the new Customs employees who enter the service hereafter, and the old employees are at liberty to comply or not. Forms were distributed to both foreign and Chinese employees, who were asked to fill in whether they are willing to agree with the savings scheme. On the return of the forms, it was found that most of the employees are in favour of the scheme. All the filled forms have been forwarded to the Inspector General for further consideration.



**SAN REMO CONFERENCE:****FRENCH CHARGES AGAINST GERMANY:****CLAIM TO EXERT MILITARY PRESSURE.****IRISH PROPAGANDA IN THE STATES:****GOVERNOR'S WARNING.****THE BUDGET PROPOSALS:****MR. CHAMBERLAIN'S REPLY TO CRITICS.****LATEST CABLES.****[THROUGH REUTER'S AGENCY.]****THE SAN REMO CONFERENCE**  
**FRENCH ACCUSATIONS AGAINST GERMANY.**

PARIS, April 21st.

A Havas message says:—  
The question chiefly occupying the attention of the San Remo Conference is Germany and German disarmament. What French circles want is that the Treaty, signed by all the Powers, should be carried out. Where amendments are necessary, France, as the principal injured party, is the chief creditor, and, as one who has most to fear in future, should have the right to the first say. Deliberation, protocols and diplomatic instruments have failed so far to secure the execution of the Treaty terms. The German Army is still vastly over the prescribed strength. Germany, again, is drilling pseudo-volunteers and the Police Corps. Germany is keeping up and hiding arms and ammunition. She is sending only a small fraction of the total from the Ruhr area which she promised to despatch to France. She apparently is not even contemplating paying any part of her financial debts. The only thing, therefore, is to keep intact an armed threat, and that is the threat of the French Army.

Mr. Millerand refuses at San Remo—as he refused at Paris—to surrender the right of France to the final decision whether a move forward of the troops may not be necessary at some time in the event of still further obstinacy on the part of Germany.

**EARLIER CABLES.****A DISAGREEMENT.**

PARIS, April 21st.

A telegram from San Remo says that there has been a disagreement between Britain and Italy, on the one side, and France, on the other, as regards Germany; that is, as regards the method of carrying out disarmament. The former favours economic pressure, while France desires military pressure.

According to the Paris correspondent of *Le Journal*, Mr. Lloyd George and Signor Nitti propose a reduction of the occupied area but an extension of the period of occupation.

**THE APPLICATION OF THE GERMAN TREATY.**

LONDON, April 20th.

The *Times* correspondent at San Remo says that conversations between the Premier have apparently aroused misgivings in France, which favours the application of the whole Treaty, while Mr. Lloyd George seems to favour a policy to suit the changing conditions.

Signor Nitti is credited with a desire for some revision in the spirit of the application of the provisions.

**BRITAIN'S FIRM INTENTION.**

SAN REMO, April 21st.

British circles are surprised at French apprehensions at the British and Italian attitude in regard to the carrying out of the Peace Treaty.

Reuter is authorised to state that Britain is firm in the intention of seeing the Germans carry out the Treaty.

**GERMANY'S INITIAL MEASURE.**

BERLIN, April 20th.

A telegram from Paris says that the Allied Note presented at Berlin on April 20th points out that since the Treaty was signed, nothing has been done to give effect to the stipulations, and Germany must, as an initial measure, disarm.

**ALLIES TO OCCUPY GALLIPOLI.**

SAN REMO, April 20th.

The Conference is discussing the Turkish question. There is no doubt that the Allies will occupy Gallipoli. The Treaty, which will be presented to the Turkish Parliament on May 10th, will provide for this, with other naval and military measures which the British, French and other Admirals and Generals are considering.

**ALLIES TO CONTROL TURKEY.**

PARIS, April 20th.

It is semi-officially stated from San Remo that the Council has definitely decided to internationalise the Straits, and establish Allied contingents in Constantinople.

Allied naval and military experts are meeting to-morrow for the purpose of organising the control of Turkey.

**LATEST CABLES.****GUATEMALA RISING.****CARRERA DECLARED INSANE.**

NEW ORLEANS, April 21st.

Schaumberger, the former American Secret Service Agent, has sent the following cable from Guatemala:—President Cabrera has been declared insane, and is now a prisoner awaiting trial. During Cabrera's bombardment of the capital, many shells struck the British and the American Legations.

**MORE PAY.****FOR AMERICAN ARMY AND NAVY.**

WASHINGTON, April 21st.

A conference of the Senate and the House of Representatives has agreed to the Bill increasing the pay in the Army and in the Navy, by approximately 20 per cent.

**EARLIER CABLES.****WOMEN'S LABOUR CONFERENCE.****MISS MACARTHUR'S SPEECH.**

LONDON, April 21st.

A National Conference of Labour women opened in London to-day, when 400 delegates were present. Miss Mary MacArthur, who presided, said that this was the first Women's Labour Conference on such a representative scale, 150 branches being represented.

She emphasised that women were never so important politically as at the present day. There was sufficient driving force in that assembly to change the face not merely of England but of the world.

Referring to the Washington Conference, in which connection she deplored the general apathy that prevailed, Miss MacArthur said that everything vital in politics centred round the child. It was because of the child that the Labour Party had turned their backs on a blood-stained past.

**THE WASHINGTON CONVENTIONS.**

The Conference passed a resolution calling on the Government immediately to give effect to the Washington Conventions by introducing a Bill providing for the care of mothers at childbirth and infants, on a universal, non-contributory basis, as the first step towards the creation of international social and industrial law.

The resolution, however, declares that the Conventions fall short of the necessities of the present times as regards continuation schools, prohibition of overtime, and night work.

The Conference also passed an urgent resolution as regards the use of black troops in the Ruhr region.

**BRITAIN AND SOVIET RUSSIA****COMING VISIT OF LABOUR DELEGATES.**

LONDON, April 21st.

The Labour Party announces that the Supreme Council has agreed to issue passports to the Russian frontier for British Labour delegates visiting Russia.

**RUSSIAN DELEGATION NOW IN COPENHAGEN.**

In the House of Commons, at question time, Mr. Bonar Law stated that the trade delegation from Russia was at present in Copenhagen. They had had preliminary discussions with the representatives of the Supreme Economic Council, but further progress could not be made pending the Allies' consideration of certain questions of principle raised by the Russian delegates—including the British Government's refusal to allow M. Litvinoff to accompany the delegation to England.

**THE ADMISSION OF LITVINOFF.**

LONDON, April 20th.

The National Executive of the Labour Party has passed a resolution urging the Government to permit the immediate admission into England of M. Litvinoff and the Russian Trade Delegation, with a view to giving effect to the Government's decision to resume trade with Russia.

**AMERICA'S TRADE.****COMPARATIVE FIGURES FOR MARCH.**

WASHINGTON, April 20th.

The imports for March amount to \$494,000,000, exceeding by \$10,000,000 the high record for January.

The exports amount to \$820,000,000, being second only to the record of June, 1918.

**DISASTROUS TORNADO IN AMERICA.****ABOUT THIRTY PERSONS KILLED.**

NEW YORK, April 20th.

A tornado swept portions of Mississippi, Alabama and Tennessee. About 30 persons were killed. Great damage was done to property.

**OVER 140 PERSONS KILLED.**

BIRMINGHAM (ALABAMA), April 21st.

Over 140 persons were killed, and many millions of dollars of damage caused, by the tornado in Eastern Mississippi, North West Alabama and South Tennessee.

**NEW COMMISSIONER OF POLICE.**

LONDON, April 20th.

Brigadier-General W. Horwood has been appointed Commissioner of Police, in place of Brigadier-General Macready.

**BRITISH BUDGET.****RECEIVES A MIXED RECEPTION.**

LONDON, April 20th.

The Budget received a mixed reception in the House of Commons and the Press.

Mr. Chamberlain generally deplored that the Government's proposals do not show signs of a real desire for drastic economies. The increases on luxuries are accepted as inevitable, but the increase in the Profits Tax is sharply criticised as likely to check the trade revival and hamper the establishment of new industries.

**MR. CHAMBERLAIN REPLIES TO THE CRITICS.**

LONDON, April 21st.

In the House of Commons, during the Budget debate, Mr. Austen Chamberlain, replying to criticisms, declared that the Government did not apprehend that the increase of the wine duties would appreciably increase the difficulties in France, Italy and Portugal. He pointed out that the French Government proposed drastically to restrict the importation of luxuries, many of which would be absolutely prohibited. While others would be very heavily taxed. This would affect British trade, but he did not complain because neither the French nor the British action was unfriendly or retaliatory, but was simply due to the necessity of restricting expenditure on luxuries and raising an immense revenue to meet the obligations of the two countries.

The proceeds of the extra 20 per cent. on the Excess Profits Tax imposed for a year would be £100,000,000, but this sum would not be collected in one year.

He emphasised the immense things the nation was facing—her responsibilities, her burdens, and her resilience under the strain of the war.

He asserted that the prodigious amount of £334,000,000 would be devoted, within two years, to the reduction of the debt. No other nation in Europe could achieve this—which we were doing—without recourse to extravagant taxation or a levy on war wealth.

Mr. Chamberlain said he intended to stand or fall by his original proposal to increase the Excess Profits Tax to 60 per cent., but he would remit the increase in the event of war wealth taxation being introduced. He agreed that a war wealth levy should not be made except in a great national emergency. He pointed out that the levy was far more equitable than a general capital levy. He would be disappointed if there was not a further vast reduction in public expenditure during the current year. He believed that, by adopting the Budget, the country would start on a new path of credit and stability.

**BULGARIAN AND AUSTRIAN TREATIES.****NOT FAULTLESS, BUT THE BEST POSSIBLE.**

LONDON, April 21st.

In the House of Lords, Lord Milner, during the second reading of the Austrian and Bulgarian Treaties, emphasised that the boundary of the Tyrol, which brought a considerable number of Germans into Italy, was the result of Italy's insistence upon a boundary necessary for her strategic safety. The Allies were debarred from resisting the claim owing to the Treaty which had been concluded when Italy entered the war.

The Treaties were not faultless, but they were the best possible in view of the conflicting interests of the Powers involved.

As regards the Reparation Clauses, he drew attention to the Allies' past record, and pointed out that up to the present all we had done was to render very substantial assistance.

The world was entitled to assume that the economic provisions of the Treaties would be exercised in a spirit of fairness and sympathy so far as that was consistent with justice to those having stronger claims upon us than our late enemies.

**HUNGARY.****INVITES BRITISH LABOUR PARTY MISSION.**

LONDON, April 20th.

The Labour Party has accepted the invitation of the Premier of Hungary to send a Mission to Hungary to investigate the charges of systematic persecution of the working classes.

**THE WAR ON BOLSHEVISM.****GENERAL WRANGEL'S OPERATIONS.**

CONSTANTINOPLE, April 20th.

General Wrangel's Army, operating in Northern Crimea, drove back the Reds for ten miles. The Bolsheviks are advancing along the coast from Taganrog to Sochi, where General Shkuro is opposing them, though it is believed they will ultimately be obliged to retreat to Georgia owing to the threat to Batumi. An Allied warship shelled the road near Sochi over which the Reds were advancing.

**SIR AUCKLAND GEDDES.****BRITAIN'S AIM IN IRELAND.**

NEW YORK, April 20th.

Sir Auckland Geddes arrived here to-day. Interviewed, he said that Britain's aim in Ireland was to provide political machinery by which the hostile parties could work out their own political salvation without ruining Irish economic interests.

**RESUMPTION OF TRADE WITH RUSSIA.**

LONDON, April 20th.

He added that Britain and the United States were cordially consulting each other on the question of the resumption of trade with Russia in the interests of the economic conditions of the world.

**FUTURE OF THE BRITISH EMPIRE.****STIRRING SPEECH BY LORD BIRKENHEAD.**

LONDON, April 22nd.

Speaking at a banquet of the Association of British Chambers of Commerce in London, Lord Birkenhead, referring to the close union between the Dominions and the Mother-country, said that the fortunes of the Empire for the next three years were balanced in an insecure equilibrium. On one side of the scale was a greater degree of glory and material success than ever was attained by Imperial Rome at the moment of her supreme greatness, and on the other side were the forces of unrest fomented by the difficulties of living, high prices, industrial unrest, and by the efforts, made in many quarters, of open revolution. So, every English responsible and patriotic citizen must stand to-day before these two scales and decide which side he would stand if one scale inclined. In ten or fifteen years, this Empire would not only be greater than ever it was; it would be greater than any Empire in the whole history of the world. If we faltered with our high mission, not only we, but our children and grandchildren, might miss the sublime sacrifices made by the bravest soldiers which the military history of the world supplied.

**THE HOUSE OF COMMONS.****NORTH EDINBURGH BY-ELECTION.**

LONDON, April 22nd.

The by-election at North Edinburgh—rendered necessary by the appointment of the Rt. Hon. J. A. Clyde as Lord President of the Court of Session—resulted as follows:—

MR. FORD (Coalition U.) ..... 9,944  
MR. W. RUNCIMAN (Liberal) ..... 8,489  
Major Graham Pole (Labour) ..... 3,808

**SOUTH EDINBURGH BY-ELECTION.**

The by-election at South Edinburgh—caused by the appointment of Major D. Murray as Solicitor-General of Scotland—resulted as follows:—

MAJOR MURRAY (Coalition U.) ..... 11,178  
MR. HOLMES (Liberal) ..... 8,177

**FIRE IN NEW YORK HARBOUR.****THE "HALLFRIED" DESTROYED.**

NEW YORK, April 20th.

In the first, the Bush Terminal only was damaged, but the *Hallfried* was practically destroyed. The explosion was due to the nitrate in her hold.

**OBITUARY.****BRITON RIVIERE, THE PAINTER.**

LONDON, April 20th.

The death is announced at the age of 80 of Mr. Briton Riviere, R.A., the famous painter of animal subjects.

**JAPAN AND SAGHALIEN.****PROTEST FROM RUSSIA.**

It is reported that the Soviet Government has lodged a protest with the Japanese Government against the dispatch of a naval force to Russian Saghalien, with the object, it is alleged, of occupying the territory. The Japanese authorities explain that there is a misunderstanding on the part of the Russian Government. A Japanese warship, with an ice-breaker, was dispatched to Russian Saghalien in the middle of January, because reports were received that Bolshevik risings had taken place in that region and that the safety of the Japanese residents was imperilled. The Japanese vessels arrived south of the strait of Alexander on February 15th, and when it was ascertained that the lives and property of the Japanese residents there were safe and an understanding with the new Government had been established, they were withdrawn five days later.

The news of this alleged Bolshevik rising, says the *Japan Chronicle*, was telegraphed from Japan all round the world, and represented as a combined movement of Bolsheviks and Koreans.

**THE AMERICAN MINISTER TO CHINA.****NOT ANTI-JAPANESE.**

The *Mainichi*'s correspondent at New York has had an interview with a gentleman whose name he is forbidden to publish for the present, but who will probably go to China with Mr. Crane, the new American Minister, as his private counsel. He said:—

"Mr. Crane is not anti-Japanese. He is a very likable man and his interest in Far Eastern affairs is quite sincere. If he proves anti-Japanese I shall get after him hammer and tongs. I personally am against his appointment, simply because there is wanted a man whose past associations would help our Government and people to get into line with him in China, but between now and the November elections the White House can see nothing but partisan politics."

Further reliable information has revealed to the correspondent the inside of the story of the Crane nomination and confirmation. Colonel House, after his break with President Wilson in Paris, got back and began the Hoover boom. Mr. Crane was drawn into the Hoover movement by Colonel House. The Hoover boom worried the Democrats and the Republicans. President Wilson nominated Mr. Crane simply to pull away Mr. Crane's million dollars from the Hoover boom. Senator Lodge confirmed Mr. Crane's appointment for the same reason. Japan and China have never figured in the transaction. Mr. Crane sails at the end of April for China.

**FAR EASTERN CABLE NEWS.****[FROM OUR OWN CORRESPONDENT.]****CHINESE EASTERN RAILWAY.**

PEKING, April 22nd.

The Chinese Eastern Railway Council at Harbin have dismissed General Hrovath as general manager, substituting Piminoff.

It is pointed out here that such proceedings are irregular, according to the statutes, the meeting must either be held at Peking or Petrograd. The Chinese are anxious to adhere to the statutes in order to prevent the entry of a third party.

**STUDENTS' STRIKE.**

The students of Peking University and colleges struck to-day.

**[THROUGH REUTER'S AGENCY.]****M. PAINLEVÉ'S VISIT TO CHINA.**

LONDON, April 21st.

The *Times* Paris correspondent says that in response to the invitation of the Chinese Government, M. Painlevé is going to Peking on May 11th to study the development of Franco-Chinese intellectual relations. He will return to France in September.

**DR. WU TING FANG.****ACTION IN SUPREME COURT.**

According to a Canton correspondent, the Military Government at Canton has deputed Yu Fung-shao, the Commissioner of General Affairs, to appear in the Supreme Court in Hongkong as its representative in the action which is to be brought against Dr. Wu Ting-fang for the recovery of the funds of the Military Government which Dr. Wu Ting-fang is said to have deposited in the banks in Hongkong. The amount involved is said to be more than \$2,000,000.

**EXPEDITION TO HUNAN.**

Shun Chun-Hsuen, according to the correspondent, is preparing to attack Hunan. "Yunnanese troops are on their way."

**FANTAN CONTRACT.**

The syndicate now holding the concession for fantan gambling establishments in Canton has applied for an extension of the contract for a further period of three years on the same terms as at present.

**LEGACIES FOR MACAO FOLK.****LIQUIDATION OF AN OLD PORTUGUESE SOCIETY.**

There is a good deal of excitement in Macao just now over the distribution of the assets of a very old Society called "Casa de Seguro de Macao," whose head office was transferred from Macao to Calcutta in 1820. The Society is being liquidated. Seven or eight years ago people interested in the Society were called upon to furnish proofs of their claims to the money of the Society which is in the care of the Supreme Court of Calcutta; but as the shareholders were the grandfathers of the present generation there was no satisfactory response from Macao to the advertisements, as few of the residents were aware that they had any financial interest in the Society. Now a list containing many names of shareholders has been published; hence the excitement in Macao. Heirs to this money will probably be found among the Portuguese residents of Hongkong and every other port in the Far East. Our Macao correspondent sends us the following list of names of shareholders registered in the Society's books, and whose heirs are interested in the distribution of what is said to be a very large sum of money:

Manuel Pereira 10 shares; Barao de S. José de Portugal 4 shares; Santa Casa da Misericórdia 4 shares; Leal Senado 10 shares; Francisco José de Paiva 8 shares; José de Almeida Carvalho & Co. 1 share; José Gomes Brandão 1 share; Vicente Baptista Cortella, 2 shares; Justino Goulart da Silveira, 4 shares; Justino Vieira Ribeiro, 2 shares; Antonio dos Remedios, 2 shares; Vicente Caetano da Rocha, 2 shares; Miguel Antonio Cortella, 1 share; Manuel Felix Pereira, 2 shares; Luiz Joao de Almeida, 4 shares; Antonio Pereira, 4 shares; Joao de Deus de Castro, 4 shares; Manuel Francisco Marques, 1 share; Faustino Coelho dos Santos, 1 share; Antonio Vicente Cortella, 1 share; Bonaventura Antonio Peres, 1 share; Joaquim dos Remedios, 1 share; Joaquim de Souza, 1 share; Manuel Martino, 2 shares; Carlos José Pereira, 1 share; Joaquim de Souza, 1 share; Agostinho de S. Agostinho, 1 share; Agostinho da Silva, 2 shares; Antonio Joaquim Cortella, 1 share; Pedro Candido dos Santos Vital, 1 share; Ignacio Baptista Cortella, 2 shares; Joaquim Joao dos Santos, 1 share; José Joaquim Barros, 1 share; Goncalo Pereira da Silveira on behalf of her heirs, 1 share; Francisco Antonio Pereira da Silveira, 1 share; and Francisco Cerillo Braga, 1 share.

In this list of names almost a whole lot of the Portuguese families of Macao are represented and possibly many more may be able successfully to prove their title to the money awaiting them.



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29

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STEAMSHIP SERVICES.

Regular Sailings to

NEW YORK

via Panama Canal.

S.S. "BOLTON CASTLE" Sailing on or about Middle of May

## LLOYD TRIESTINO

For SHANGHAI &amp; YOKOHAMA

S.S. "AFRICA" Sailing on or about 28th April.

For BRINDISI, VENICE & TRIESTE via SINGAPORE  
PENANG, COLOMBO, ADEN & PORT SAID.

## S.S. "INNSBRUCK"

Sailing on or about April 27th.

## NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG &amp; JAVA.

For JAVA

S.S. "SAMARANG MARU" Sailing on or about 25th April.

For JAPAN

## OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Service Trans-Pacific

Also to Australia, Europe, etc.

## NATAI LINE OF STEAMERS.

Taking Cargo on through Bills of Lading to SOUTH AFRICAN PORTS  
with transshipment at CALCUTTAin conjunction with the  
INDO-CHINA STEAM NAVIGATION CO. LTD.  
AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL &amp; CO., LTD.

Agents

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## WATERHOUSE LINE.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For

SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

"WEST JAPPA" ... 1st May.

Further sailings to be announced later. Through Bills of Lading issued to all  
Overland Common points in U.S. and Canada.

For rates and further particulars apply to—

FRANK WATERHOUSE & COMPANY,  
3rd Floor, Hotel Mansions, Telephone 3307.

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## FOR NEW YORK

## PRINCE LINE FAR EAST SERVICE

"PERSIAN PRINCE" ... via SUEZ CANAL ... 2nd half May.

Steamers proceed via Panama Canal or Suez at Owners' option.

For freight and further particulars, apply to—

SHEWAN TOMES & CO.,  
Agents.

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## LOS ANGELES PACIFIC NAVIGATION COMPANY

HONGKONG

LOS ANGELES, CALIFORNIA, U.S.A.

Due Inwards	ABOUT	SAILING FOR LOS ANGELES	ABOUT
S.S. VINITA	May 15th	S.S. VINITA	May 17th
S.S. WEST NIVARIA	June 15th	S.S. WEST NIVARIA	June 17th
S.S. WEST MONTOP	July 15th	S.S. WEST MONTOP	July 17th

Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment en route  
Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.Head Office:—Los Angeles, Calif.  
Branch Office:—Kobe, Shanghai,  
Manila, Singapore.Hongkong Office:—Prince Building, Chater R.  
Tel. No. 1062.  
CHAS. E. RICHARDSON,  
General Agent for South China.

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GERMANY AS IT IS TO-DAY  
TALKS ON HATE.

BERLIN, March 1st.  
If we had lost the war! That is the thought which occurs to one every day in Germany, especially in Berlin. It is a reflection which, I must admit, rather smothered the sympathy aroused involuntarily by the sight of a people haggard, hungry, and desperate, says the *Evening Standard's* correspondent. The British and Allied Missions in Berlin behave so quietly that one could live here for weeks and never know they existed. Their tact passes belief. I am told by people more competent to judge than I am that our complete self-effacement, our readiness to dress in civilian clothes has done more to arouse respect and admiration for Great Britain than a year of propaganda.

If we had lost, I cannot imagine London under German rule without a shudder. The subtle and the spurs in Piccadilly, the vulgar night parade at the Ritz and the Savoy, and the continual creak of the master's whip would form an amazing contrast to our quiet, gentlemanly behaviour in Berlin in the day of our triumph.

WORSHIPPING SUCCESS.  
Another contrast, in the psychology of success, were the tables turned, would be the attitude of the British people towards the German. Even if England were starving and beaten, as Germany is to-day, cannot imagine the ordinary British man or woman expressing the cordiality for the German that the Berliner does for the British traveller.

This desire to fraternise is one of the surprising psychological gulfs which impresses the British wanderer over here more than anything else. It is not that more and again newly arrived Englishmen try to efface themselves as if expecting to be hissed and insulted. They do not seem to understand that the German mentality worships success and is drilled to respect a master. They soon find that the atmosphere is almost moist with urgent cordiality, and they are frankly puzzled.

"WHY DO YOU HATE US?"  
I can't realise that these people once sang the Hymn of Hate. I remarked a simple soul to me yesterday. They talk over each other to help you. I say, do you think if we had lost the war it would be safe for them to jabber German at night in the wide streets of Leipzig or square as we talk English in Berlin?"

Again, I wonder.  
The German on his part professes to be amazed at the bitterness felt against him in England.  
"Why," he asks innocently, "do you hate us?"

The first time a German asked me this the audacity of it stunned me for a moment. In the process of letting light into his stupid cranium, I discovered that to argue with a German about the brutality of his nation is waste of breath. In the first place he has been kept carefully in the dark about German atrocities; and in the second place he has grown up with the idea that everything a German does is right and unquestionable.

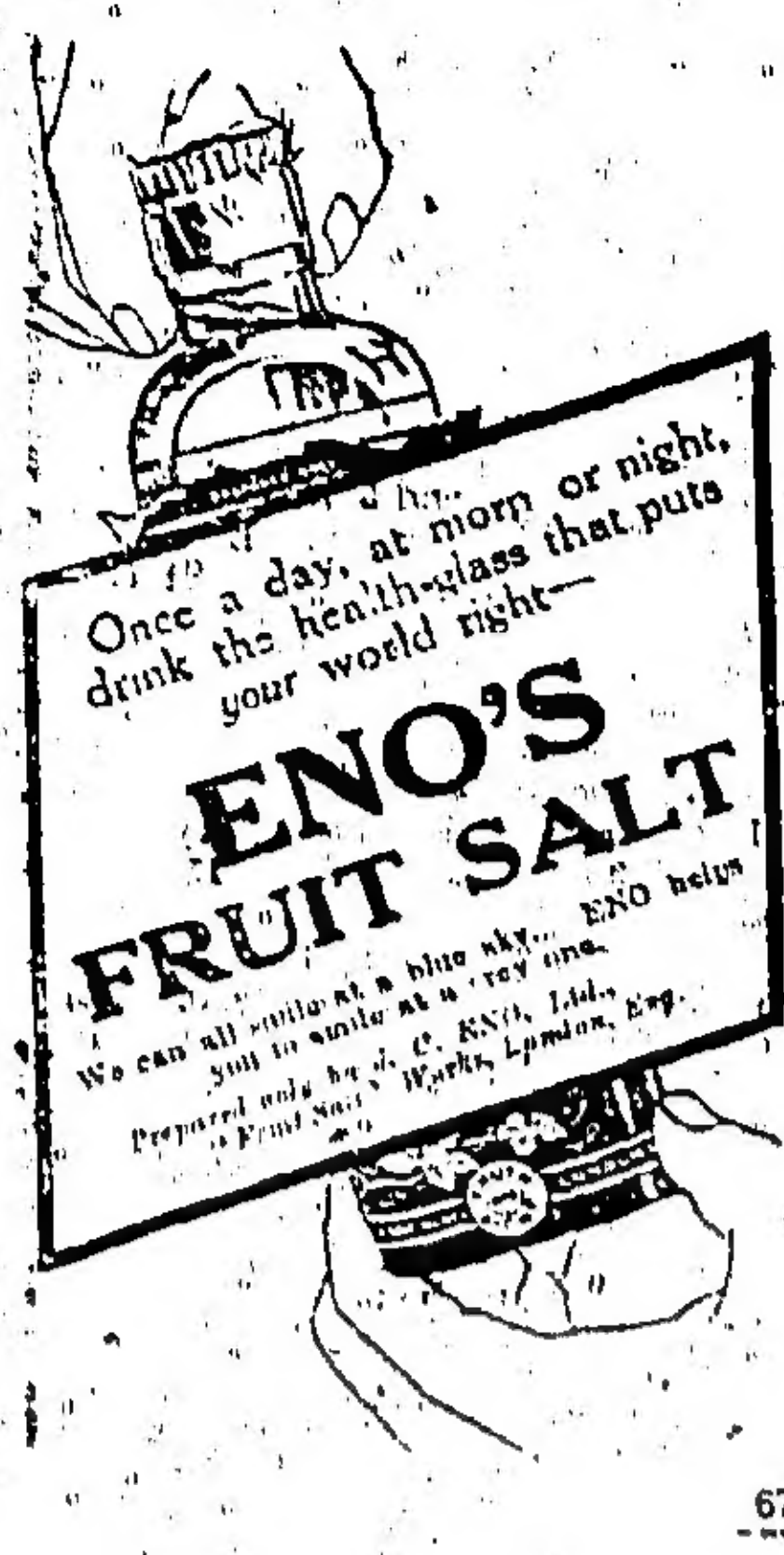
THE GERMAN IN LONDON.  
The head of one of the largest general stores in Berlin said to me:  
"A friend of mine, who before the war did a big trade in London, wishes to open up business again with certain London houses, and went to England last week. He has returned to Berlin disgusted. He was refused admission in five London hotels when he filled in his registration card as a German. Eventually he got rooms in a Bloomsbury boarding house. Two days later the other boarders discovered him, and went to the manager, saying they could not live under the same roof with a Hun. My friend was turned out. Why do you treat us like this?"

Give my reply, "never," surprised the inquirer, and left him without argument for a moment.  
"In Berlin," I said, "all you know of this war is hunger. In London every man, woman, and child has heard German bombs killing defenceless civilians—a form of warfare invented by Count Zeppelin. England is an island, and our coast towns have for weeks during the war seen babies' shoes washed up by the sea—your submarines were very impartial. Years of this combined with the policy of your military leaders, is calculated to make you loathed—don't you agree?"

"THAT WAS WAR."  
The German gazed thoughtfully through gold-rimmed spectacles for some time. Then he said:  
"All that is over. It was war! You have won. The German people could never hate you—never have hated you—as you hate them."  
"What about the Hymn of Hate?"  
"That was propaganda," he laughed at it. "The German people are incapable of hating any one but a Frenchman."  
That is the pathetic tone adopted by 95 out of every 100 German business men. I cannot exaggerate the complete hopelessness of outlook which accompanies such expressions. Heads of big firms, men once employing hundreds of work-people, seem to have suffered a moral collapse. The haggard, hopeless look is characteristic of the commercial classes who have seen a national dream shattered, and instead of wider and more glorious fields of conquest opening before them find themselves on the brink of ruin.

Here and there, but very rarely, one meets a man of sterner stuff who yet retains something of the old truculence.  
THE OLD TONE.  
"The world cannot do without us," is his cry. "England is too wise to let us sink. Then she would draw no indemnities. You cannot starve the milk cow and expect milk." England also realises that the day after over-extended people accept anarchy is the day the British Empire tatters to its fall.

(Continued at foot of next column.)

WHAT  
2 MINUTES A DAY  
WILL DO  
FOR YOUR HAIR.

"GREAT HAIR-BEAUTY GIFT."

1,000,000 HAIRLINE "HAIR-DRILL" OUTFITS  
FREE TO READERS.

EVERY woman and girl can double her beauty and attractiveness by devoting only two minutes a day to "HAIRLINE Hair-Drill."  
To-day all the leading actresses, cinema queens and society leaders make it a part of their daily toilet and will testify to its hair-growing and beautifying results. To-day you, too, can test it absolutely free (excepting a small outlay of postage and packing of the parcel to your home).  
So many women are now engaged in valuable but hair-destroying work there are over 1,000,000 nations of women who have decided to make yet another great hair-growing discovery. "HAIRLINE Hair-Drill" is a really a Four-in-One Gift. For it includes—  
1—A bottle of "HAIRLINE," the true liquid food and natural hair-growth stimulant.  
2—A packet of the marvellous hair and scalp cleanser, "CREMA," Shampoo Powder, which prepares the scalp for "HAIRLINE."  
3—A bottle of "CREMA" Brilliantine, which gives a final touch of beauty to the hair, and is especially beneficial to those whose scalp is inclined to dry.  
4—A copy of the new edition of the secret "Hair-Drill" Manual of Instructions.



It is wonderful what only a minute's daily practice of "HAIRLINE Hair-Drill" will achieve in the cultivation of hair. It is a hair-growing and beautifying result. It is free for one week. Accept one of the 1,000,000 free "HAIRLINE Hair-Drill" Outfits. Send Coupon below with free postage and packing of parcel.

"HAIRLINE" MAKES ALL THE  
DIFFERENCE.

In the course of a few days you will find every strand of your hair waking up to new vitality and new strength. You will find a new strength and new vitality in the hair, and all the lost light and shade, as well as the delicate tint of the hair, which have been so long missing, will return, and your hair will rapidly take on a new lease of life and beauty.  
"Why not try this great yet simple scientific 'Hairline' hair-growing experiment at once? Write for the Free Outfit to-day. Simply fill in the Coupon below and return it to the nearest 'HAIRLINE' agent. You will receive a complete outfit of 'HAIRLINE' and 'CREMA' Shampoo Powder, 'CREMA' Brilliantine, and a copy of the 'Hair-Drill' Manual of Instructions. All at once! Any or all of the preparations will be sent on receipt of six pence extra for postage from London. Send no money. W.C. 11, Carriage extra on foreign orders. Cheques and P.O.'s should be crossed.

## POST THIS FREE GIFT FORM

TO: EDWARDS' HAIRLINE, Ltd., 21, 22, 23 and 24, Lamb's Conduit Street, London, W.C. 1. I enclose Sixpence and send me your free "HAIRLINE" Four-fold Hair-growing Outfit as described above. I enclose 6 pence in stamps for postage to any part of the world. (Foreign stamps accepted.)

## NOTE TO READER

Write your full name and address clearly on a plain piece of paper, pin this coupon to it, and post as directed above.

Hongkong Daily Press.



That is a sign that justice and commonsense are beginning to show through the midst of hate," he remarked. "Now we can look for some revision of the Treaty which will enable you to reap the profits of victory and will enable Germany to lift herself out of the slough of Despond and Bolshevism into which she is rapidly sinking. Hope is not yet dead if English commonsense triumphs."

"ENGLAND WILL SAVE US."  
It is no doubt this widespread belief that Great Britain is destined to save her old enemy at the eleventh hour which partly explains the open respect and cordiality shown here for the Briton. Another reason is the German belief that the British people do not care anything about the extradition question or the trial of the war guilty.

There may be other reasons, but they are wrapped up in the mystery called German psychology.

INDO-CHINA  
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

SHANGHAI via SWATOW	"HONGKONG" Thurs.	33rd Apr. 11 a.m.
MANILA	"LONGSANG" Fri.	30th Apr. 3 p.m.
TIENTSIN	"CHEONGSHING" Sat.	1st May, 11 a.m.
SANDAKAN	"HINSANG" Sat.	1st May, Noon
HAIPHONG via HOIHOW	"TAKSANG" Tues.	4th May, 8 a.m.
STRAITS & CALCUTTA	"YATSHING" Wed.	5th May, 3 p.m.
SANDAKAN	"CHUNGSANG" Thurs.	8th May, Noon
KOBE	"LAISANG" Mon.	10th May, 5 p.m.

ALCOUTTA LINE—This line affords regular sailings to Colombo, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.  
All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

KOREO LINE—One sailing per month between Hongkong and Sandakan by steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Labad Dam.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chiao.

## CALCUTTA LINE.

## S.S. "YATSHING"

will be despatched on or about May 5th, for SINGAPORE, PENANG &amp; CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to—

Jardine, Matheson &amp; Co., Ltd.,

GENERAL MANAGERS

Telephone No. 215.

## GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA &amp; JAPAN SERVICE.

## OUTWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENADE"	24th April	Dne Hongkong
"CARMARTHENSIRE"	18th May	24th April

## HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENIFFER"	29th April	GENOA, LONDON & ANTWERP.
"PROFESSOR"	12th May	LONDON.
"GLENADE"	25th May	GENOA, LONDON & ANTWERP.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson &amp; Co., Ltd.

The Glen Line, Ltd.

AGENTS: The Royal Mail Steam Packet Co.

Owners of "Shire" Line.

Tel. No. 215, sub. ex. 22.

Cable Address

Kawakisen, Kobe.

Bentley's, A.B.C. 5th Ed.

and Scott's Codes.

Telephone, Sannomiy

2614, 2613.

## KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP Y20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MARIYA ABE

The Company has on hand a Large Number of

## NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet—

Eleven steamers of 9,100 tons each d.w.t.

And, under the Company's management—

Twenty steamers of about 9,100 tons deadweight each

Two steamers of about 6,400 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,

No. 8, Bunko, Kobe.

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## AMERICAN &amp; ORIENTAL LINE

For HAVANA & NEW YORK via Panama Canal.  
S.S. "LUCERIE" April 29th.

Subject to change without notice.

ORIENTAL AFRICAN LINE  
INDIAN AFRICAN LINE

Cargo carried on through "Bills of Lading" from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH, and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.  
Managing Agents

## "ELLERMAN" LINE.

(KILFERMAN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & ROTTERDAM... "RAZEMBE" ... 20th May.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.

or to Messrs & Co. Canton.

General Agents.

## C. N. C.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
NEWCHANG	"FOOCHOW"	On 24th April, 2 P.M.
SHANGHAI & TSINGTAO	"TEAN"	On 24th April, 4 P.M.
SWATOW and BANGKOK	"CHINHUA"	On 27th April, 10 A.M.
AMOY, SHANGHAI & PUKOW	"SHANTUNG"	On 27th April, 4 P.M.
SHANGHAI	"SHANTUNG"	On 29th April, Noon.
TIENHSIN	"KULEHOW"	On 1st May, Noon.
SHANGHAI and TSINGTAO	"YINGCHOW"	On 1st May, 4 P.M.
MANILA, Cebu & ILOILO	"TAMING"	On 4th May, 4 P.M.
AMOY, SHANGHAI & PUKOW	"ICHANG"	On 4th May, 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to weekly and Northern China Ports. Passengers are landed in Shanghai, avoiding Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woonang.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents

TELEPHONE 23

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Lights and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG" ... Capt. W. C. Passmore | TUESDAY, 27th Apr. at 1 P.M.  
"HAICHONG" ... Capt. A. H. Swire | FRIDAY, 30th Apr. at 2 P.M.  
"MORIALTA" (Hullong) | Capt. Ed. Walker | TUESDAY, 4th May, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Elsie Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,  
General Manager.

## NEW YORK DIRECT.

Joint Service of the

## "BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKHALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF COLOMBO"	... via Suez ...	12th May.
"EURYMACHUS"	... via Panama ...	25th May.
"HOWICK HALL"	... via Suez ...	27th May.
"TELEMACHUS"	... via Panama ...	10th June.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.  
HONGKONG AND CANTON. 22/23 & CO., CANTON.

## P. &amp; O. - BRITISH INDIA.

## APCAR AND EASTERN &amp;

## AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

AUSTRALASIA (INCLUDING NEW ZEALAND & QUEENSLAND)

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

	Tons	From Hongkong (about)	Destination
"NORE"	6,700	8th May	MARSEILLES, LONDON & ANTWERP
"DUNERA"	5,400	12th May	Singapore, Colombo & Bombay
"NOVARA"	7,000	22nd May	Marseilles, London & Antwerp

## BRITISH INDIA-APCAR SAILINGS (South)

"GREGORY APCAR"	4,800	27th April	Straits, Rangoon & Calcutta.
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## EASTERN &amp; AUSTRALIAN SAILINGS (South)

	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	1st May	Queensland Ports and
"EASTERN"	4,000	18th May	Sydney, Melbourne.

## SAILINGS TO SHANGHAI &amp; JAPAN

"NOVARA"	7,000	28th April	Shanghai & Japan.
"DUNERA"	5,400	30th April	Shanghai.

\* CALLS AT ANTWERP \* CALLS MANILA.  
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.  
1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers and Sailing dates are liable to be cancelled or altered without notice.  
Parcels Measuring not more than 3ft. x 2ft. x 1ft. will be received at the Company's Office up to Noon on the day previous to sailing.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to  
MACKINNON, MACKENZIE & CO., Agents.

22, Des Voeux Road Central, HONGKONG.



## TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER  
(Calling at Shanghai and Kobe).

"WEST HARTLAND"	... About May 1st.
"EDMORE"	... About May 3rd.
"ICONIUM"	... About May 25th.
"CROSSKEYS"	... About June 8th.

For PORTLAND direct.

"COAXET"	... About May 2nd.
"WABAN"	... About May 15th.
"MONTAGUE"	... About June 10th.
"ABERCO"	... About June 20th.

Through Bills of Lading issued in Overland Commerce points.

For Freight and Particulars apply to

## THE ADMIRAL LINE.

TELEPHONE 2477 & 2478.

Fifth Floor, HOTEL MANSION.

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons, 10,000 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

## SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING" "CHINA" "NILE"

June 2nd, May 19th, May 15th.

[An unsurpassed high-class passenger service.]

Prince's Building.

O. H. RITTER, Freight and Passenger Agent  
11, House Street Tel. 1642

TOYO KISEN KAISHA.  
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
KOREA MARU	20,000	May 3rd.
TENYO MARU	22,000	May 27th.
SIBERIA MARU	20,000	June 13th. (from Yokohama)
SHINYO MARU	2,000	June 17th.
PERSIA MARU	9,000	July 5th.

## SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO  
SAN PEDRO, SALINO CRUZ, BALBOA, ALLAO, ARICA

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
SEIYO MARU	14,000	May 7th.
KIYO MARU	17,500	July 15th.
ANYO MARU	18,500	Sept. 9th.

Tickets are interchangeable with the Canadian Pacific Ocean Service. Ltd. and the Pacific Mail Steamship Co.  
Passengers may travel by Rail between Ports of Call in Japan free of charge.

## FREIGHT SERVICE.

Direct Freight Service to CUBA and NEW ORLEANS, via San Francisco, Balboa and The Panama Canal.

Steamer Leaves Hongkong.

CHOYO MARU ... APRIL or MAY.

For all information as to rates, freight space, sailings, etc., apply to  
Y. TSUTSUMI, Manager,  
Telephone 2374 and 2375. King's Building.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOREA & YOKOHAMA	"CORDILLERE" ... 10,000	On or about 1st May.
	"PORTHOS" ... 10,000	On or about 15th May.
	"AMAZONE" ... 10,000	On or about 28th Jan.

SHANGHAI (Only) ...  
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DUBOUL, SUEZ, PORT SAID ...  
"ANDRE LEBON" 20,000 ... On or about 28th April.  
"ARMAND BEHIC" 10,000 ... On or about 11th May.  
\* calling at Haiphong.

Cargo boat for EUROPE to call at MARSEILLES, and if sufficient inducement offers, GENOA, HAVRE, DUNKIRK, ANTWERP, ROTTERDAM.  
"COMMANDANT MAGES" ... On or about 24th April.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,  
Acting Agent,  
Queen's Building

TELEPHONE 740.

## O. S. K.

## OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"HAYAMA MARU" ... Tuesday, 4th May.  
"HAYRE MARU" ... Tuesday, 8th June.  
\* Call Marseilles.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"PANAMA MARU" ... Friday, 23rd May.

"TACOMA MARU" ... Middle of July.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU" ... Tuesday, 11th May.

"LUZON MARU" ... Saturday, 15th May.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service

"SHIBEN MARU" ... Sunday, 2nd May.

SYDNEY, MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MITSUKI MARU" ... Monday, 10th May.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Saturday, 22nd May.

"CHICAGO MARU" ... Saturday, 6th June.

JAPAN PORTS—Moj, Kobe, Yokohama.

KEELUNG via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

"AMAKUSA MARU" ... Sunday, 25th April.

For TAKAO via SWATOW and AMOY.

"BOSU MARU" ... Thursday, 6th May.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager,  
Tel. No. 744 and 745. No. 1, Queen's Building.

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